

# The Hongkong Telegraph

WEATHER FORECAST  
CLOUDY.  
Barometer 29.61

(ESTABLISHED 1881.)

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July 10, 1914. Temperature 6 a.m. 77. 2 p.m. 87.  
Humidity 86 72

July 10, 1913. Temperature 8 a.m. 81. p.m. 85.  
Humidity 90 78.

2844 晚八十月五閏年寅甲

FRIDAY, JULY 10, 1914.

伍拾 拾一月七年四

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## TELEGRAMS.

### THE IRISH PROBLEM.

#### A BLACK OUTLOOK.

(Reuter's Service To "The Telegraph.")

London, Received July 10.  
Lord Stamfordham, Private Secretary to His Majesty the King, has visited Mr. Asquith at Downing Street, while General Macready, General Officer Commanding the Belfast District, has been a frequent visitor to the War Office for some days and has also visited Mr. Asquith.

The Ulster Unionists have issued a statement in Belfast that to-morrow's meeting of the Ulster Unionist Council will be held as a meeting of the Provisional Government, as it will thus have wider powers.

The statement proceeds to give the Preamble of the Provisional Constitution, which declares that the object thereof is to exercise all powers which the withdrawal of direct imperial Government from Ulster render necessary for the maintenance of peace and order, of good government, and of the laws now in force for the protection of the people's liberties, such powers to be only exercised in allegiance to the King. The statement also says that for the purpose of preserving Ulster as an integral part of the United Kingdom, the authority of the Irish Parliament will not be recognised in Ulster.

Captain Craig, Unionist M.P. for Down (East), after reading the statement to Pressmen, added that this was the first time Sir Edward Carson had summoned a special meeting of the Government. He hinted that serious action was contemplated, as they had private information that the situation was as black as it could be. Captain Craig stated that the Ulster Volunteers now numbered over 100,000, and they would enter any further forward movement with the same confidence as in the past.

On landing at Belfast to-morrow, Sir Edward Carson will be met and escorted by 400 Volunteers with fixed bayonets.

#### Preparing for "The Twelfth."

A later message states that there is greatly renewed anxiety regarding the Ulster problem.

The Ulsterites are most active in their preparations for the Twelfth of July celebrations. The Belfast Mounted Corps of Police are being armed with ball cartridges.

The Customs authorities to-day seized from a steamer 240 cement sacks filled with cartridges.

#### The Rival Forces.

In the House of Commons, Mr. Birrell stated that the Nationalist Volunteers numbered 132,000, and the Ulster Volunteers 85,000.

## SUEZ CANAL.

### NEW REGULATION.

London, Received July 10.

Reuter's Paris correspondent states that the Suez Canal Company has decided that from January next the maximum draft of ships passing through the Canal shall be 30 feet.

[At present the maximum draft of water allowed for vessels using the Canal is 8.84 metres, or 29 feet.]

## TELEGRAMS.

### THE ASSASSINATIONS.

#### SIGNIFICANT COMMENT.

(Reuter's Service To "The Telegraph.")

London, Received July 10.  
Reuter's correspondent at Berlin states that the *Lokal Anzeiger*, in the course of an apparently inspired article, says if the responsibility for the murders of the Archduke Franz Ferdinand and his Consort is brought home to the Serbians, Austria will have the support of the civilised world, especially Germany, in demanding justice from Belgrade.

#### Troops Concentrating.

Reuter's Paris correspondent says the *Temps* representative at Belgrade states that Austrian troops are concentrating on the frontier.

Reuter's correspondent at Vienna says the *Neues Wiener Abendblatt* states that representations will shortly be made to Belgrade with a view to the punishment of accessories to the assassinations and for the removal of abuses precluding neighbourly Austro-Serbian intercourse.

### INTERNATIONAL POLO. Great English Victory.

Brilliant Play by Lord  
Wimborne's Team.

The following account of the International Polo match between England and America, which took place on June 13, is from the *Times*:

England beat America in the first of this year's international polo matches at Meadow Brook on Saturday by 8½ goals to 3. The sides were:

England.—Captain H. A. Tomkinson, No. 1; Captain Leslie Cheape, No. 2; Captain F. W. Barrett (captain), No. 3; Captain Vivian Lockett, back.

America.—Mr. Rene La Montagne, No. 1; Mr. J. M. Waterbury, No. 2; Mr. Devereux Milburn, No. 3; Mr. Lawrence Waterbury, back.

Mr. Louis Stoddard was the referee, and Mr. Joshua Crane and Mr. Keith Marsham were the umpires.

To say that the decisive success of Captain Barrett's team has taken the polo world completely by surprise is to convey very inadequately the feeling of satisfaction and unexpected pleasure with which the result of the first match has been welcomed in this country. The best judges were distinctly pessimistic about the probable issue of Saturday's game. Apart from the unfortunate accident to Captain Cheape, which was a heavy blow to hopes of an English victory, it was generally agreed among all who knew the British ponies that the Americans must enjoy a very considerable advantage in pony power. This anticipation has most happily been entirely falsified, and the only conclusion that can be drawn is that the efficiency of the ponies at the disposal of the American team has been exaggerated.

Captain Barrett and his colleagues have had their qualities tested on many a hard-fought field, and it is not surprising that the loss of Mr. Whitney should make, as we have always maintained would be the case, a very serious difference to the defenders. Mr. Rene La Montagne, as was pointed out in the *Times* when he was selected to play for America, is not up to the international standard, and the absence of Mr. Whitney from the team meant that Mr. J. M. Waterbury was the

## TELEGRAMS.

### ALBANIAN AFFAIRS.

#### AN EPIROTE VICTORY.

(Reuter's Service To "The Telegraph.")

London, Received July 10.  
Reuter's correspondent at the Hague states that a despatch has been received stating that the Epirotes have captured Korytza, the Dutch officers are safe and are en route to Valona.

Reuter's correspondent at Athens states that the fighting at Korytza lasted for three days, and in a dash the Epirotes routed the Albanians. The town is orderly, and the inhabitants gave an ovation to their liberators.

only player who remained in his old position. Mr. Lawrence Waterbury was compelled to convert himself from a forward into a back, and Mr. Milburn had to move up from back to No. 3, where his qualities do not shine so brilliantly.

It is pleasant to think that we probably have at least one team in England which could hold its own against the challenging side; also that there are certainly 20 ponies who would probably be superior to Lord Wimborne's stud. America, on the other hand, is in a less fortunate position, for there does not seem to be any player of international class capable of taking Mr. Whitney's place. It is generally expected that there will be some drastic alterations in the personnel of the team which will wear the American colours at Meadow Brook on Tuesday next.

The Scene at Meadow Brook, Meadow Brook, June 13.

Imagine a cloudy, sultry day, a large, flat, treeless moor known as Hempstead Plains, six miles across from the village of Mineola to the town of Hempstead. Near the centre of this moor is a magnificent stretch of rich, velvety turf, 200 yards wide, 400 long, flanked on the east, west, and south sides by huge, roofless grand stands seating 26,000 persons, while the standing enclosures at each corner of the field accommodate 8,000 more. The stands are brilliant with colours, like enormous flowerbeds, and are surrounded by many British and American flags. Everything is encompassed with high barbed-wire fencing. This is the scene for the first international polo match of 1914—the seventh contest in 28 years, each country having won three.

By 4 o'clock the sky had cleared, the sun was shining brilliantly, and there was a pleasant breeze. The ground was in perfect condition. The motor-cars approaching from all directions raised clouds of dust on the roads of Hempstead Plains.

In the members' pavilion on the west side of the field were half-a-dozen well-known bookmakers. How they gained admittance no one knows, but they were offering 3 to 1 against England winning the series, declining, however, to lay odds in regard to to-day's match only.

At 4.15 there was a parade of the 20 American ponies for the game, followed shortly afterwards by the 18 of Lord Wimborne's team; these were followed in turn by seven reserves. At 4.25 Captain Lockett rode on to the field for a keck about, followed by Mr. Milburn, to warm up his famous Texas thoroughbred, Jacob. Mr. Lawrence Waterbury came next on *Atlas*, and some fast gallops up and down the field, with the scoring of two imaginary goals from long range, were heartily applauded by the crowd. Captain Cheape was received with enthusiastic cheering when he rode out for practice. By 4.30 all the players and both the umpires were on the field.

## TELEGRAMS.

### THE AMENDING BILL.

#### THROUGH COMMITTEE STAGE.

(Reuter's Service To "The Telegraph.")

London, Received July 10.  
The House of Lords has concluded the committee stage on the Home Rule (Amending) Bill, which will pass its third reading on the 14th inst. and then be returned to the House of Commons.

It is doubtful whether the latter will deal with the Bill before August 5, owing to pressure of financial business.

#### The Game By Periods.

From the first throw-in Mr. J. M. Waterbury got the ball, but was checked by Captain Lockett. A moment later the English back brilliantly stopped a drive by Mr. Lawrence Waterbury, and made a splendid run three-quarters of the length of the field, a grand gallop that ended in a goal, scored in less than a minute from the start. Then Captain Tomkinson hooked the ball out of a *melee* and took it to the goal, where he left it for Captain Cheape, who scored England's second goal with a clever shot. Some good hitting-up by the Americans carried the play to the other end but the shot at goal went wide. Mr. Lawrence Waterbury was hitting the ball over the side boards at every opportunity to check the English rushes.

Towards the end of the period Mr. Milburn had a fall, landing on his right shoulder-blade, but apparently was not hurt; he rode off to get a fresh mount. Mr. La Montagne got away for a fast run, but was stopped by a tremendous near-side back-hander by Captain Lockett. The Americans were now penned in their own half, Captain Lockett and Captain Barrett successfully checking all their efforts to attack the English goal. Soon Captain Barrett dribbled through and hit up to Captain Tomkinson; the latter passed to Captain Cheape, who returned the ball to him for a shot which went just outside. The score at the end of the period was:—

England, 2 goals.

America, 0.

Second Period.—From the throw-in near the American goal Mr. Lawrence Waterbury made a brilliant run almost up to the English goal, but his shot just missed. From the hit-out Mr. J. M. Waterbury almost scored, and from the next hit-out he missed the goal by less than a yard. From the third hit-out the Englishmen got away and took the ball three-quarters of the length of the field.

A fine back-hander by Mr. Lawrence Waterbury was met with great cleverness by Captain Cheape as the ball bounced. Mr. Milburn and Mr. J. M. Waterbury made a fine combined run, which was stopped by Captain Barrett, who cleared. After a good deal of midfield-play the Englishmen by short passes worked the ball down to the American goal, but Captain Cheape's shot just missed, Mr. Milburn riding him off. After more midfield-play Mr. La Montagne got clear, but missed his second stroke; Mr. J. M. Waterbury, following up, drove the ball hard towards the English goal which Captain Barrett defended very cleverly. Mr. Milburn had another shot, Captain Barrett saved again, and then Mr. J. M. Waterbury scored with a clever shot after having been crossed by Captain Lockett, who was paralyzed half-a-goal for the foul. As a matter of fact Mr. La Montagne tapped the ball just as

## TELEGRAMS.

### GERMAN TAXATION.

#### INCREASING THE BURDEN.

(Reuter's Service To "The Telegraph.")

London, Received July 10.  
Reuter's Berlin correspondent states that the papers give prominence to reports of fresh taxation in view of an increase in the personnel of the navy and in the number of armoured-cruisers in foreign service.

The *Vorwaerts* says the milliard War Levy of 1913 has resulted in a deficit of 200,000,000 Marks.

it was going through the goal, but the credit certainly belongs to Mr. J. M. Waterbury.

Mr. Joshua Crane, the umpire, called the players together and explained that the foul was against Captain Lockett (and not against Captain Cheape, as had been supposed), and that Mr. Milburn had also been penalized for a foul which had not been generally noticed. Score at the end of the period:—

England 1½ goals.

America, ½ goal.

Third Period.—In less than a minute after the throw-in another goal was scored for England after some clever passing by Captain Barrett and Captain Cheape. From the throw-in Mr. Milburn hit the ball up to Captain Lockett, whose shot was smartly stopped by Mr. J. M. Waterbury, who narrowly missed the goal. Shortly afterwards Mr. Milburn had a back-handed shot at goal, but failed to score. From the next hit-out Captain Barrett took the ball almost the whole length of the field by clever dribbling and fine forward drives. Mr. Milburn cleared his goal, however, with two big hits, and Mr. La Montagne, picking the ball up, had a shot at goal but again missed. Captain Lockett hit out to Captain Tomkinson, who dashed away and made a brilliant run all down the field, but missed the ball near goal. Captain Cheape picked it up, but his shot went three feet outside.

From the hit-out the Americans took the ball past midfield, but the English backs pulled them up and passed to Captain Tomkinson, who made another fast run, but the shot went wide again. The Americans were now hard pressed; Mr. Lawrence Waterbury saved and Mr. Milburn saved. Mr. J. M. Waterbury changed his pony just after Captain Lockett had been penalized ½ goal for a safety stroke when pressed by Mr. La Montagne, and thus at the end of the third period the score was:—

England, 2½ goals.

America, 1 goal.

Fourth Period.—Captain Cheape scored in the first half-minute. A grand back-hander by Mr. Milburn was not carried off by Mr. La Montagne or Mr. J. M. Waterbury, both missing the ball. Mr. Milburn rushed up and drove the ball up to the goal, which was defended by Captain Lockett, who a moment later rode off Mr. J. M. Waterbury in the very mouth of the English goal. Soon after the hit-out the American captain beat Captain Barrett and Captain Lockett with some very pretty dribbling, and scored handsomely. Captain Cheape, who was playing remarkably well, just missed the goal with a fine long drive, but from the hit-out Captain Lockett rushed up the ground with two strokes and banged the ball through the goal. A minute later Captain Cheape nearly scored again from a hit-out at the other end. Mr. Milburn passed to Mr. J. M. Waterbury, who made a fast run down the

## TELEGRAMS.

### MEXICAN AFFAIRS.

#### PROTECTION OF BRITISHERS.

(Reuter's Service To "The Telegraph.")

London, Received July 10.  
Reuter's correspondent at Vera Cruz states that Rear Admiral Sir Christopher Cradock has gone to Mexico City to confer with Sir Lionel Carden, it is believed with regard to the advisability of sending a guard to the Legation.

Reuter's correspondent at Nogales states that the rebels, under General Obregon, have captured Guadalupe, the second largest city in Mexico.

field, Mr. La Montagne riding off Captain Lockett, but Captain Barrett topped the shot at goal. The Americans made another attack, but Mr. La Montagne's shot at goal was a poor one. Thus at half time the score was:—

England, 4 goals.

America, 1½ goals.

The Second Half.

Fifth Period.—From two *melees* in front of the American goal the Englishmen failed to score. Mr. La Montagne got away twice, but his shots at goal were terribly wide. Mr. Lawrence Waterbury saved twice when a goal for England looked certain; Mr. Milburn saved with a fine back-hander, but the ball hit Captain Barrett's pony, and the English captain took it on towards goal, only to be stopped by Mr. Lawrence Waterbury. Mr. Milburn hit up to Mr. J. M. Waterbury, who made a fine stroke, but Mr. La Montagne again failed to take advantage of it. From Captain Lockett's hit-out Captain Barrett passed to Captain Cheape, who in turn passed to Captain Tomkinson, and the last-named eventually scored after a hot *melee* all round the American goal. This made the score:—

England, 5½ goals.

America, 7-1½ goals.

(Continued on Page 5.)

## TELEGRAMS.

### NEWS FOR BUSY MEN.

#### CONDENSED.

The Epirotes have captured Korytza.

Lord Stamfordham, Private Secretary to the King, has visited Mr. Asquith.

Captain Craig says the Ulster situation is as black as it could be.

There is greatly renewed anxiety regarding the Ulster problem.

The Nationalist Volunteers now number 132,000, and the Ulsterites 85,000.

A telegram gives the main points of the Preamble to the Ulster Provisional Constitution.

The House of Lords has concluded the committee stage of the Home Rule (Amending) Bill.

Continental Press comments on the Austrian assassinations are outlined to-day.

## TELEGRAMS.

### NEWS FOR BUSY MEN.

#### CONDENSED.

It is reported from Belgrade that Austrian troops are concentrating on the frontier.

The Mexican rebels have captured Guadalupe, the second largest city in the Republic.

German papers give prominence to reports of farther fresh taxation.

From January next the maximum draft of ships passing through the Suez Canal will be 30 feet.

General Macready, in command of the Belfast District, has been paying frequent visits to the War Office for some days.

The meeting of the Ulster Unionist Council is to be held as a meeting of the Provisional Government.

Sir Edward Carson is to land at Belfast to-day and will be met and escorted by 400 Volunteers with fixed bayonets.

The Belfast Customs authorities have seized from a steamer 240 cement sacks filled with cartridges.

#### NEWS.

"Our Contemporaries" will be found on page 2.

The Langkat output for yesterday was 218 tons.

A special article dealing with the need for a ratepayers' association appears on page 4.

General news appears on page 3 and log look on page 6 of this issue.

A case in which some cows had been seized came on at the Summary Court this morning.

A defendant was described in the Summary Court this morning as an unfeeling ruffian.

#### DON'T FORGET.

#### TO-DAY.

Bijou Theatre 9.15 p.m.  
Victoria Theatre 9.15 p.m.

#### TO-MORROW.

Third Gymkhana Meeting.  
Special Matinee in aid of "Escola Portuguesa" fund.—4.30 p.m.  
Band Concert, Hongkong Hotel Roof Garden.  
Bijou Theatre 9.15 p.m.  
Victoria Theatre 9.15 p.m.

#### Monday, July 13.

H.K. University Matriculation Examination.  
Meeting H.K. Central Estates Ltd.—noon.  
Sale of Furniture—G. P. Lammar's Sales Room—2.30 p.m.

#### Tuesday, July 14.

Full Court of Appeal commences.  
Meeting of Shareholders, Steam Laundry Co., Ltd.—12.30 p.m.

#### Tuesday, July 28.

Lady May "at home," Mountain Lodge.

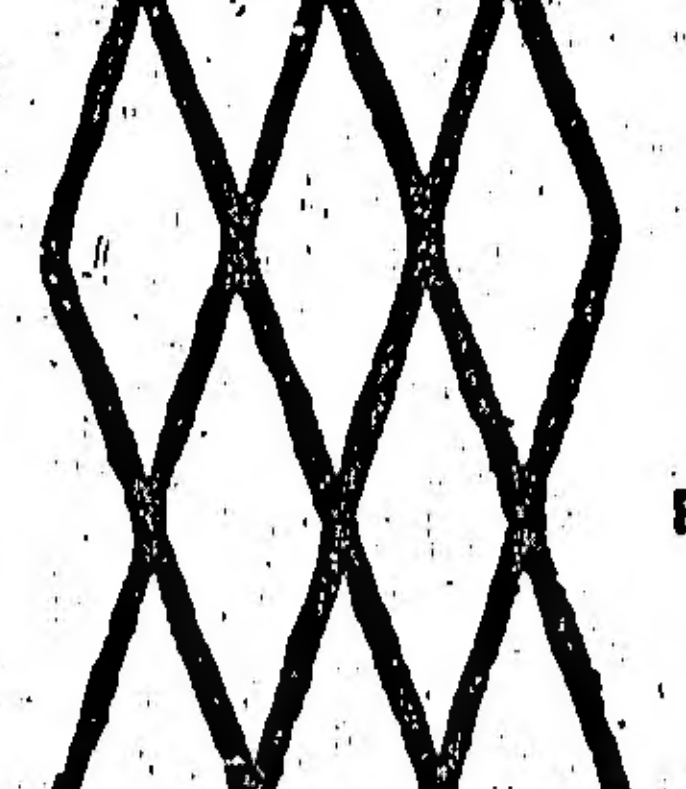


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**MR. LI HON FAN**, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor.

Hongkong, 29th Jan., 1912.

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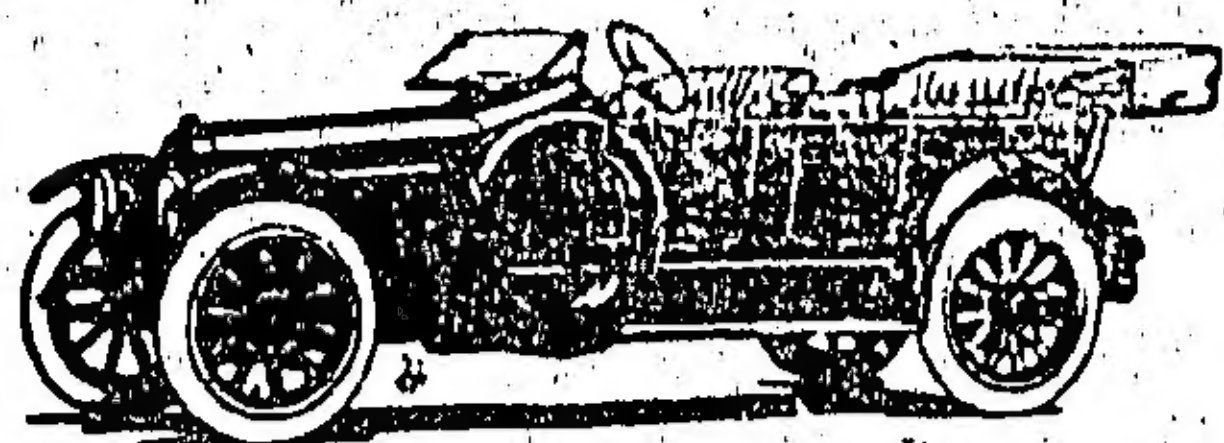
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Hongkong, 18th July, 1913.

## NOTICES

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Daily News.

## Flood Repairs.

We notice that the President has instructed the Tatu and the Governor of Kwangtung to "order their subordinates to take steps to drain off the accumulated water and to repair the embankments so as to prevent any future catastrophe." Obviously something more than the repair or reconstruction of the old embankments is necessary if future catastrophes are to be prevented, and it is manifestly the duty of the authorities to procure the services of competent engineers to advise them as to what further measures are desirable and necessary and to make every effort to act upon such advice. The present state of China's finances makes it highly improbable, however, that the Government would listen for a moment to any proposal for conservancy works which would necessarily entail the expenditure of an enormous amount of money, though it should not be difficult to show that it would be money well spent and certain to prove in the end more economical than the ineffective measures which so woefully fail to protect the industrious populations of the riverside from these frequently recurring floods which bring so much disaster and destitution in their train.

South China Morning Post.

## Foreigners in China.

Notwithstanding the fact that some two hundred years have elapsed since the commencement of trade with China, merchants at the treaty ports are still only on the fringe of the country, as they are permitted to deal with the natives only at certain specially appointed places and are restricted from sending goods into the interior except in specially authorised directions. The result of these absurd regulations, which keep western nations waiting on the doorstep of China, has long been the restriction of trade and a severe handicap on the foreigner. Since the awakening of China, the Peking Government has realised the necessity for foreign assistance in developing industries and promoting trade, and, while for a long series of years all the treaty ports were on the seaboard or the estuary of some big river, more recently a modified permission to foreigners has been extended to inland cities, notably Kirin (Manchuria) and Tsinan-fu (Shantung), to engage in business but without the sweeping guarantees extended to treaty ports by the treaty of Nanking.

China Mail.

## The State Religion in China.

A Confucian Government reigned and scholarship ruled. Scholars reigned and administered and their Government brought peace and prosperity to the people. It gradually raised the status of the masses till they themselves entered within the charmed circle of scholarship. In those days, scholars were not in any way tyrannised, but had free scope for the exercise of their influence; and the most excellent results followed. The last words of the speech reported are "They did not suffer under the harsh oppression at the hands of common people." It would seem from all this that the aim of the speaker is not only to re-establish the influence of Confucius, but, at the same time, to re-enthroned the literati of the country. If this is so, we venture to affirm that he is moving along wrong lines for the scholars of China cannot save her at this juncture. What China wants today is men of wider outlook than the average scholar possesses, and, at the same time, men who do not sit in their dark small rooms brooding over difficult Chinese phrases, whose meaning after all does not affect life. She wants men of action, for it is such practical leaders alone who can assist the State in these troublous times. In fact, China's true welfare lies in her serious consideration of more mundane things than religion.

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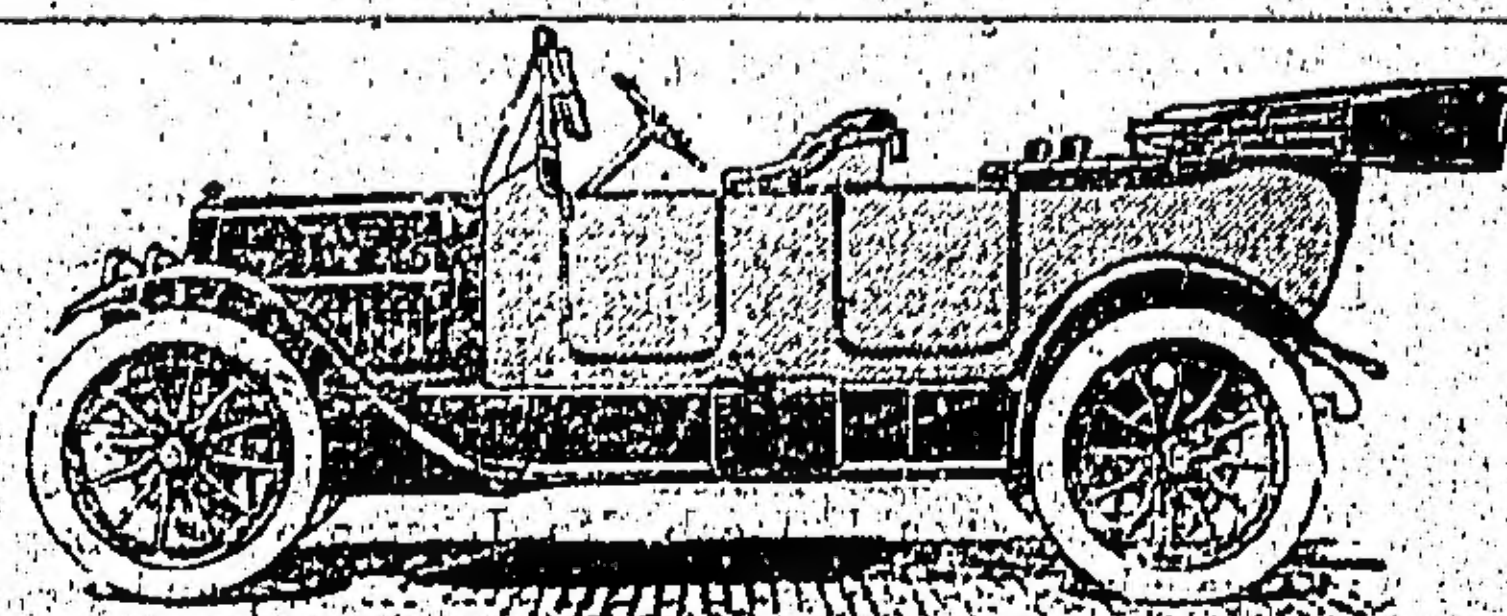
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(Payable in Advance.)

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamcen, Canton, who have been appointed our agents there.

By Order,

"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

情無不報 確與否事要訪探大正論言官宗報本

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union

## The Hongkong Telegraph.

HONGKONG, FRIDAY, JULY 10, 1914.

### CANADA AND DEMOCRACY.

Lately the Press in England, Canada and the United States has been discussing, at some length, the likelihood of Canada's remaining perpetually loyal to the Empire. This discussion has, of course, arisen mainly out of the appointment of Prince Alexander of Teck to succeed the Duke of Connaught as Governor-General. There is quite a widespread, and apparently increasing, feeling in Canada that to nominate two Royal Princes in succession to hold the Governor-Generalship is practically to declare that henceforth the Dominion shall be ruled only by a member of the Royal Family; and to such an idea the Canadians—or a very large proportion of them—feel decidedly hostile.

When Prince Alexander was appointed, Mr. Emmerson, ex-Minister of Railways, remarked in the Canadian Parliament: "I am not in favour of continuing the practice of having Canada governed by Royalty. The idea of a superior society in a democratic country is encouraged, and this is not good for a young nation like Canada;" and the same sentiment is echoed by some of the Montreal papers. Apparently the malcontents do not realise that the appointment was made, very largely, as a compliment to the Dominion, and that, in grumbling, they are looking a gift-horse in the mouth. Of course it is absurd to pretend that Canada is not very largely Americanised. It is so of necessity. How could it be otherwise, with the United States next door to it, and with all that that implies? How too, could it be other than very largely democratic, seeing that the colonising has been done, in the main, by the working classes?

But, as we have pointed out before in these columns, while a certain amount of democratic feeling is essential to any country that holds by representative government, too much of it is dangerous: fatal, even. Class distinctions are regrettable enough, but they are things that there is no dodging; they always existed; they always will exist. Is there not class distinction in plenty in the two great republics, France and America? We certainly do not see how the appointing of a member of the Royal Family as Viceroy is going to increase these distinctions. Had an English peer, or an English commoner even, been sent out as Governor he would still, by virtue of his office as the King's representative, have been marked off socially from the rest of the people. No commoner could have shown himself more hard-working or more genial and approachable than the Duke of Connaught, during his tenure of office, and there is every reason to believe that the same line of conduct will be followed by Prince Alexander. Then what is there to complain of? It would seem rather as though the people who are opposed to the notion of a Royal Governor are equally opposed to the notion of having any Governor at all.

A Chinese Publishing Enterprise. From Shanghai comes the news that a body called the International Publishers' Association Ltd., has been formed and has its headquarters in the Northern city. It has established connections with the leading European publishing houses and is to act as their agents and advisers on the preparation of books for the China market. The Association does not propose to publish on its own account. Its business will be to secure proper advertisement and an adequate sale for works specially prepared for China. There is plenty of room in China for an association of this kind and plenty of useful work for it to do apart from the mere sale of books. If it is conducted on wise lines it can do much in the way of advising foreign publishers as to books which will best sell amongst, and which will be most useful to, the students in the many thousands of schools and colleges scattered up and down China.

The Question of Pirating. One difficulty which the International Publishers' Association will have to face is that of pirating. There is no copyright law in China, and, with the spread of printing plants, the pirating of books published outside of China has become a serious evil. If the Association is strong enough to uproot this evil, or even to check it to a considerable degree, it will do a useful work; but we should suppose that it will find this a task of some difficulty in the absence of any law to support its claims. What it can do, and no doubt will do, however, is to impress upon the more advanced Chinese, who read literature of European origin, the fact that pirated books, in the very nature of things, cannot compare either in quality of matter or in workmanship with books carefully produced under the best of conditions and with every care.

Another Polar Disaster. From a telegram received yesterday it seems almost a certainty that another grim Polar disaster has occurred. This time it is the Stefansson Arctic Expedition which has apparently suffered the loss of some of its members. This Expedition, it will be remembered, was organised under the auspices of the Canadian Government. It included a staff of fourteen scientists, and carried supplies for three or four years. The principal vessel—there were three altogether—was the Kerikuk, an old whaler, and she sailed from Etah in June last year, but towards the end of August it was reported that she had been badly damaged in the ice off Cape Barrow, while the fate of the party was unknown. Later it was reported that the expeditionists were marooned on Wragel Island, to which spot a revenue cruiser was despatched about a month ago. Now comes the report that it is feared eight members of the party, including eminent Britishers who did magnificent work with Sir Ernest Shackleton, have perished. It is a sad ending to a great undertaking.

Policewomen and the W.S.P.U. It will have been seen from our last night's issue that Lord Henry Cavendish-Bentinck's notice of amendment to the Criminal Law Amendment Bill, providing for the enrolment of women police has found favour with—of all people in this world—the Women's Social and Political Union! Apparently Mrs. Dore Fox, the spokeswoman for this remarkable body, does not realise that, had women police been installed a couple or three years ago, the militants might have been spanked out of existence by this time. We have always maintained that antifragrant hoodlums must be met by force. Needless to say, however, men are not the people to deal out this force; however disgraced Englishmen may be at the practices of the militants, the notion of men's using violence towards women will always be repugnant to them. But why should not women themselves be deputised for the work? If, instead of sentencing the maniacs to terms of imprisonment which they will never serve, the magistrates were to hand over each culprit to a sturdy woman policeman who would interview her in private with an elegant little cane, or the back of a nicely balanced hairbrush, we should soon hear the last of militancy.

### DAY BY DAY.

THEY THAT CAN WALK AT WILL WHERE THE WORKS OF THE LORD ARE REVEALED. LITTLE GUESS WHAT JOY CAN BE GOT FROM A COWSLIP OUT OF THE FIELD. FLOWERS TO THESE "SPIRITS IN PRISON" ARE ALL THEY CAN KNOW OF THE SPRING. THEY FRESHEN AND SWEETEN THE WARDEN. LIKE THE WALT OF AN ANGEL'S WING—Teanyon, In the Children's Hospital.

### The Weather.

Lower level 8 a.m. Temp 83; overcast. At the Peak 8 a.m. Temp 75; overcast.

### The Mails.

Siberian Mail.—Due per s.s. Feiching to-morrow. French Mail.—Due per s.s. Laisang to-morrow. Siberian Mail.—Closed per s.s. Prinz Eitel Friedrich to-day at 10 a.m. Canadian Mail.—Closed per s.s. Proteus to-day at 1 p.m. American Mail.—Closes per s.s. Persia to-morrow at 11 a.m. Australian Mail.—Closes per s.s. Prinz Sigismund to-morrow at 2 p.m. Siberian Mail.—Closes per s.s. Chenan to-morrow at 5 p.m.

### Count the Columns.

Yesterday the Telegraph published 34 columns of solid reading matter. To-day there will be 33 published.

### Haimun Docking.

The Haimun will not leave for Swatow on Sunday, as she is going into dock.

### Third Gymkhana.

The third gymkhana meeting is to be held at the Happy Valley to-morrow. The first race commences at 3.15 p.m.

### Revolver Possession.

The master of the Kwang San-wo firm was fined \$100 for being in possession of a revolver without having a permit, at the Police Court this morning.

### International Polo.

The "Times" descriptive account of the first of the International Polo matches between England and America will be found on Pages 1 and 5 to-day.

### Roof Garden Concert.

The roof garden band concert, which should have been held at the Hongkong Hotel last night, has been postponed until to-morrow. If the weather is still bad the concert will be held on the first floor.

### Himalaya's Cargo.

The cargo shipped from Hongkong by the P. and O. steamer Himalaya included 50 bales of waste silk for Manchester; 100 bales of waste and 130 bales of raw silk for London; 172 bales of raw silk for Lyons; 300 slabs of tin and 25 bales of human hair for Havre; 200 bales of waste silk and 26 bales of human hair for Marseilles.

### Removing a Dead Body.

At the Police Court this morning, Inspector Gerrard prosecuted a Chinese for removing a dead body without having a permit to do so. It appears that while at Ma Ti an Indian Constable saw two men with a dead body in their charge. Seeing the constable they ran off but a chase resulted in one of the men being caught. The man was remanded for three days.

### Mess Room Boys Demand an Increase.

It is understood that the saloon and mess-room boys in the steamers of the China coast have demanded an increase of \$3 per month in their wages. The boys have formed themselves into a guild with the assistance of the compradors who supply provisions to the ships and threaten to leave their vessels unless their demands are complied with. Negotiations are proceeding in the matter.

### Dried Fish in Court.

The Police Court never can be accused of smelling sweet, but the entrance this morning was impregnated with the smell of dried fish. It was an inanimate chief witness in a case in which a man was charged with being in unlawful possession of three large bags of salt fish. He was arrested on the Praya at Kennedy Town and was remanded to allow of the Police making enquiries as to who is the owner.

### RATEPAYERS' ASSOCIATIONS.

#### Why Not one for Hongkong?

#### (SPECIAL ARTICLE.)

If there is an organization at home that does work worthy of notice it is a body which calls itself the Ratepayers' Association and which operates in many towns and municipalities. Such a body has for its chief object the ventilation of the views of the ratepayers in a manner that would not be otherwise possible. For instance, complaints regarding certain localities or the township as a whole are brought before the association at a general meeting, and, if those complaints are worthy of the support of the Association, they are brought before the ruling body by those on the council who represent the Association, or by the Association itself, through correspondence should the Association be unrepresented on the governing body.

For a long time now the advisability of forming such an Association has been agitated in the minds of numerous ratepayers in Hongkong, and judging by the growing public interest taken in local affairs there is room for such a body. The Association, if formed, need not be one of agitation so much as one of suggestion, and suggestion is as desirable in the world of municipal government as it is in any commercial house paying rates to the controlling body. That being the case, we cannot see other than a useful purpose being served by such an organization as a Ratepayers' Association in Hongkong, so long as it is run by those who have no personal axes to grind and who have at heart the benefit of the community as a whole. Naturally there are many matters upon which the small ratepayer can throw light but which the big ratepayer is apt to overlook and which, at the same time, would do as much benefit to the big ratepayer as the small one if efficiently remedied.

After all, what is needed is advice for the common good and whether that comes from the fifty dollar a month rent payer or the two hundred dollar a month rent payer does not matter in the slightest. Again, things thoroughly thrashed out among the ratepayers themselves before being brought before the Legislative Council by one man, influenced perhaps by the case of one man, are less likely to waste the time of the Council, and are more likely to give satisfaction all round, than any move of which the whole of the ratepayers are not cognizant. When a man makes a move single-handed there is always the danger that more than he would desire consider it a move which will improve matters for the person bringing it forward, though the contrary might very well be the case. A consensus of opinion on the point might settle the question as to whether a Ratepayers' Association in Hongkong is desired generally or not.

### COWS SEIZED.

#### CASE IN THE SUMMARY COURT.

His Lordship Suggests They should be Sold.

This morning in the Summary Court before Mr. Justice Hazell a case was mentioned in which Mr. Hayward of Mr. Leo D'Almada e Castro's office and Mr. Otto Kong Sing were concerned for the plaintiff and the defendant respectively.

Mr. Otto Kong Sing said that this was a case in which some cows had been seized.

His Lordship:—As they are perishable articles I suggest that they be sold.

Mr. Hayward:—There are very heavy running expenses. At the request of Mr. Otto Kong Sing July 21 was fixed as the date for hearing, an earlier date being prevented by the sitting of the full court of appeal.

### WEST RIVER FLOODS.

#### Another Long List of Donations.

Nearing the \$100,000 Mark.

The Tung Wa Hospital begs to acknowledge with thanks the following donations to the Flood Relief Fund.

Already acknowledged \$78,854.00

Hair Dressers' Guild, collected by Messrs.

Tung Hing 423.07

Lau Shun Tong 200.00

Mr. Lau Shun Hung 200.00

Messrs. Tin Yek 100.00

"Lau Hing 100.00

"Wing Tsung Shing 100.00

"Kwong Yau Hang 100.00

"Kwong Shang 75.00

Mr. Ng Chan Sing 50.00

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Kwong Hip Lung Co., Ltd. 50.00

Messrs. Kwong Hop Lung 50.00

"Wing Tak Tai 25.00

Mr. Yiu Yuk Wan 20.00

Messrs. Tin Hing 20.00

Mr. Lo Wei Hing 20.00

Mr. Pang Yu Tai 20.00

Mr. Hung Hing Kum 20.00

Mr. Wong Lai Shang 20.00

Un Kwong Yu Tong 20.00

Mr. Choy Ying Choy 20.00

Messrs. Kwong Tung 20.00

Chan 20.00

Messrs. Mee Chan 20.00

Fok Leung Shi 20.00

Messrs. Shiu King 20.00

"Kwong Tak 20.00

"Tsun Cheong Lung 20.00

"Hang Mow 20.00

Mr. Lu Lok Shan 20.00

Messrs. Yan Woo 20.00

Tung Shi 20.00

Mr. Leung Yiu Kai 20.00

Messrs. Kung Sing Woo 20.00

"Chan Kin Hop 20.00

"Shun Wai Cheong 20.00

"Wing Yee Cheong 20.00

Mr. Ho Wai Ki 20.00

Messrs. Shiu Ying Tai 20.00

"Kong Shing Lee 20.00

"Sui Ying Cheong 20.00

"Hop Lee Tsung 20.00

"Lun Cheung 20.00

"Shun Tai 20.00

"Tai Lun 20.00

"Kwong Cheong 20.00

"Chan Lung 20.00

"Wing Lan Hing 20.00

"Tai Cheung 20.00

"Kwong Wa Cheong 20.00

"Kan Lun 20.00

"Man Ming 20.00

"Kwong On Kee 20.00

"Tai Lee 20.00

"On Chan 20.00

"Woo Shing 20.00

"Po Tai Wo 20.00

"Him Yick 20.00

"Wui Ying Yuen 20.00

"Wing Fu Shan 20.00

"Po Kee 20.00

\$81,807.07.

### LANGKAT OUTPUT.

Daily Averages for June and July.

The Langkat output for June was 8,863 tons and the average daily output was 288.76 tons.

Messrs. Wright and Hornby advise us that the output for July is:—

1st July... 263 tons

2nd " " 264 "

3rd " " 249 "

4th " " 220 "

5th " " 219 "

6th " " 228 "

7th " " 258 "

8th " " 244 "

9th " " 218 "

Total to date 2,163 "

Daily average 240.3 tons.

### Rice-Cornering in Hunan.

Hunan merchants are apparently cornering rice, the price of which has risen 1,000 cash since the floods. Foreigners in Hankow have subscribed generally towards the Hunan Floods Relief Fund, says Renter's Wuchang correspondent.

### "UNFEELING RUFFIAN."

#### BLUNT STATEMENT IN COURT.

"Some Nice Points of Law."

A claim for maintenance was mentioned this morning before Mr. Justice Hazell. There had been a case fixed for this afternoon which had gone over and as a consequence the list was empty for this afternoon.

Mr. Goldring asked for the case to be taken after tiffin.

Mr. Lewis could not agree. There had been attempts at settling the case and, if it came before the court, there would be several nice points of law to be discussed.

Mr. Goldring:—There would not be any nice points of law. My client is a poor woman who is trying to make the man pay for the maintenance of her child. If your Lordship will fix an early date we may be able to force something out of this unfeeling ruffian.

The case was adjourned.

### WHITE WOLF.

#### WHOLESALE ROBBERIES IN KANSU.

The Mobility of the Robbers.

Tsinchow, Kansu, June 18.

Now the Wolves have left the province, one can give a survey of the damage done in a month and a half, says a North China Daily News correspondent.

In all some seventeen cities have been looted, and numberless market places. The killed must run up to some 5,000 at least, the wounded, perhaps to half of this number; of these many will die, as only a very small proportion have been attended to. In most cities some houses have been burned. Tsinchow suffered heavily in this respect, and the worst of all was Tachow old City, which was completely destroyed along with some 1,000 or more women and children. They had fled to a Moslem mosque and a temple for refuge, and their own people set these places on fire rather than let their women fall into the hands of the thieves. This is the appalling tragedy in this province and was the last city attacked.

Five Catholic Mission houses were robbed, one Fuhintang burnt and one looted.

The amount of booty taken will never be known, but must amount to a fabulous sum in silver, opium, and watches. The number of horses and mules taken and destroyed must run into thousands. The Wolves lived well all the time and the pigs and cows that fell to their guns were numberless. The shops were all cleared out of silks, satin, sateen and anything worth taking, and many things not taken were destroyed in wanton mischief. Clothing was dipped in oil and used as torches to illuminate fall deeds. Many women were ravished.

In a month and a half the Wolves travelled about 3,200 li. This works out at the rate of nearly seventy li a day, not bad when they often had to fight their way into a city. Their numbers are most difficult to estimate, but from all sober accounts, the fighting men were not over 1,000 when they left the province, but the bearers of loot, wounded, etc. were perhaps 3,000 or 4,000. These were impressed as they went, and taken for a few days and then let off, sometimes with a gift of silver or cash.

The only damage done to the thieves appears to have taken place at Tsinchow and Tachow, above Nunguen, where the Luohun killed, perhaps, 100, and Fuhkiang where they lost some 600. These pests passed out of the province as the soldiers all went to Titao to prevent them going to Lanchow, with the result that they slipped past the lot. We now hear reports that they are engaged with the Luohun near Paochi in the next province. They are having a fight according to men who fled from here. We await the result. They will have a job to get through with their loot if the soldiers are at all smart.

Only two heians escaped to this district and they had to pay a good high premium for safety to the Luohun and Luohun who passed through. The former paid about 20,000 in silver and opium.



## INTERNATIONAL POLO.

(Continued from page 1.)

Sixth Period.—From the throw in Mr. La Montagne made a dash for goal, but his final shot went wide as usual. Mr. La Montagne, on Silver Tail, was overtaken in two fast runs, first by Captain Barrett and the next time by Captain Lockett, but Mr. J. M. Waterbury, following up, and scored with a fine shot from a difficult angle. The Englishmen made three unsuccessful attacks and then Captain Tomkinson dribbled to the mouth of goal, the Americans apparently forgetting such a thing as crooking sticks, which would have stopped him easily. Captain Cheape tapped the ball through to score England's seventh goal. Mr. Lawrence Waterbury and Captain Barrett were each penalized half a goal for fouls. Mr. La Montagne got away and made a good run, but his shot missed the goal by 3 ft. The score at the end of the period was:—

England, 5½ goals.  
America, 2 goals.

Seventh Period.—After a magnificent combined run by the Englishmen, Captain Cheape deceived Mr. Milburn and scored easily. The Americans rallied desperately, and both Mr. J. M. Waterbury and Mr. La Montagne narrowly missed the goal with shots from difficult angles. Captain Lockett made two remarkable saves of subsequent shots from these two players. Just at this time the Americans were keeping the Englishmen penned in their own territory. Captain Lockett and Captain Barrett were wisely hitting to the side-boards as much as possible until the end of this period. Just before the ball rang Captain Lockett was forced into safety, and thus the score was:—

England, 6½ goals.  
America, 2 goals.

Eighth Period.—The Englishmen attacked again, and out of a loose scrimmage in front of the American goal Captain Lockett scored. From the throw-in the Englishmen attacked again; Mr. Lawrence Waterbury missed a difficult back-hander, and Captain Lockett rushed up to hit another goal. The Americans broke away, but Captain Tomkinson saved cleverly. Very soon afterwards, however, Mr. Milburn scored a beautiful goal. The pace was terrific, and both teams were missing the ball rather often. Captain Tomkinson made a fast run across the field and passed to Captain Cheape who scored just after the final bell had rung—too late to count. The final score, therefore, was:—

England, 8.1½ goals.  
America, 3 goals.

## REVIEW OF THE MATCH.

The Players and Ponies.  
The Englishmen scored 10 goals, minus two half-goals for fouls and two quarter-goals for safety hits. America scored four goals, minus two half-goals for fouls.

If Mr. Rene La Montagne had been able to direct his shots, of which he had many in at least five periods, with the ordinary accuracy of even a fairly good player, he could have added several goals to the American score. Of course, several clever strokes by the English forwards also went wide of the goal, but most of them were shots made at full gallop from difficult angles, whereas Mr. La Montagne failed several times when the English goal seemed almost at his mercy.

The Englishmen played with the ball, the Americans had to play for it and take risks. The British cavalymen knew what they wanted to do and went ahead and did it. They played fine, consistent polo, hitting cleanly and accurately, and seldom missing the ball. They had no misunderstandings, they showed plenty of dash and superb horsemanship, and above all they made opportunities for themselves as well as seizing any that were presented. The thing they desired to do and did was to keep control of the ball as much as possible by quick, accurate passing. So seldom did any of them miss his stroke, so well did they pass, so accurately did they pick up the ball, that whenever they started an attack they invariably carried it on to the final shot at goal, of which a good percentage were successful. Briefly, more often than not an Englishman was on

the ball, sometimes two, occasionally three.  
Captain Cheape was quite magnificent. Had I dreamed that he would be able to play in such form I would never have abandoned my belief, telegraphed so often since my arrival here, that the Englishmen had a fine chance of winning. But how could one imagine such a thing after last Sunday's accident and all that it entailed? He did not try to do much riding-off of Mr. Milburn, preferring to keep clear and play the ball past him to Captain Tomkinson, whose anticipation of these passes was wonderfully good. Captain Tomkinson never succeeded in riding-off Mr. Lawrence Waterbury, but frequently spoiled the latter's stroke by cleverly crooking sticks. Captain Cheape fed Captain Tomkinson for many of the latter's fast runs and followed him reasonably close in case he might miss the ball. These two also cleared the way in irreproachable style twice for Captain Lockett, whose rare hitting and very fast runs were of inestimable service. No back could ask for a better time than Captain Lockett enjoyed for he was very rarely harassed by Mr. La Montagne, but he was not content merely to defend; instead of always hitting up in the conventional way he varied his methods, occasionally rushing through and making a fast run to the goal, while Captain Barrett attended to Mr. J. M. Waterbury and Captain Tomkinson drew off the American backs.

The wiles with which Captain Barrett and Mr. J. M. Waterbury tricked each other were a delight to watch. Both are exceedingly clever dribblers, and Captain Barrett played capital polo throughout, supporting Captain Lockett splendidly when the Americans threatened the goal; indeed, Captain Barrett saved probably more often than the English back.

The British mounts lost nothing by comparison with the American ponies—in fact, some of the latter struck me as having seen their best day, such as Conover and Tenby. Also Mr. La Montagne's favourite, Silver Tail, was outplayed by Captain Lockett on Star and later by Captain Barrett on Bella. Twenty-seven and Kitty played capitally for Captain Lockett, so did Greyling and Peppercorn for Captain Cheape. Captain Tomkinson rode four splendid ponies in Hurry Up, Mars, Quicksilver, and Halloween, all of which are handy as well as fast. Nobody can truthfully say that in this match the English mounts were inferior to the Americans.

If the three members of the "Big Four" play in their old positions, with Mr. Malcolm Stevenson or Mr. Foxhall Keene at No. 3, in next Tuesday's match, it should be harder fought than to-day's, though this experience and their victory are certain to do the challengers a great deal of good.

The News in London.  
The news of the handsome victory of the English polo team created a considerable sensation in London amongst those who were able to follow the score as it was telegraphed. A large number of people collected at Hurlingham, where the scores were displayed on an illuminated board, and as each period showed England forging steadily further ahead there was great enthusiasm and cheering. At the London clubs similar scenes were witnessed, and even in one club whose staid reputation would not suggest such an outbreak, hearty whoops were heard when the

word "England" appeared on the tape machine, even before the following word "wins" was ticked out.

The King sent a telegram of encouragement to the English team before the first game, and many messages of congratulation have crossed the Atlantic since the result became known late on Saturday night. Lord Roberts, through whose influence Captain Lockett was persuaded to accompany the team, sent the following message to Lord Wimborne:—"Heartiest congratulations on splendid victory. Hope men and ponies none the worse, and that another success awaits them on Tuesday." (Signed) Roberts, F.M. The Hurlingham Club have sent messages of congratulation to Captain Barrett and Lord Wimborne.

It will be remembered that 10 days before the English team was due to sail the prospects of getting a representative side together seemed almost hopeless, and it was due to Lord Roberts and to the Emergency Committee (composed of Sir Douglas Haig, Sir Henry Rawlinson, and Brigadier-General Henry Wilson) that Captain Lockett and Captain Cheape accompanied Lord Wimborne to America. So far they have every reason to be satisfied with their handiwork, and if, as we hope, the cup should return this year to Hurlingham, the part which they have played will not be forgotten.

Press Comments.  
New York, June 14.  
Press and other experts express unqualified praise of the British polo team.

The New York Times in a leading article declares that the visitors played probably the most perfect polo ever seen in America, marked by perfect team work coupled with brilliant individual playing.

The World says that England "got the jump on" America and kept it. The British team, says this journal, played the dashing style of game shown by the American four when they brought back the cup five years ago. The Englishmen showed extraordinary precision, while the Americans played in "hit or miss" style, trusting to luck.

Curio Dealer's Loss.  
G. F. Saito, a curio dealer of 24, Des Vaux Road Central, reports to the police that yesterday some person entered his room and stole a hand bag valued \$25, containing four crepe shirts valued \$46, a blanket valued \$43, and a piece of jade valued \$50.

Stolen From Cubicle.  
A Chinese married woman of 116, Shanghai Street has reported to the police that yesterday morning someone entered her cubicle and stole clothing valued \$7, a bangle valued \$12.50 and \$14 in money.

TO SAIL  
DOLLAR STEAMSHIP LINE.

Proposed sailings for SAN FRANCISCO & SAN PEDRO.  
S.S. "BESSIE" on or about 18th July.  
Connection made with Salt Lake Railway at San Pedro for OVERLAND points. For rates, space and further particulars apply to  
THE ROBERT DOLLAR CO.,  
V. M. SMITH,  
Manager.  
Tel. 792. 3, Queen's Building.

## SPECIAL CABLES.

(Special Pacific Service to the "Telegraph"—Router.)

## SINO-JAPANESE DEVELOPMENT CO.

## RAISING THE CAPITAL.

Peking. Received July 9.  
According to reliable information, at least half the Chinese capital of \$2,500,000 of the Sino-Japanese Development Company will be borrowed from Japanese or will not be called up. It is interesting to note that the majority of the Chinese promoters of the company are Southerners.

## DAIRY FARM NEWS.

WE HAVE RECEIVED

## NEW SHIPMENTS

OF

## FRESH SIBERIAN SALMON,

SMOKED

## KIPPERS, FILLETS &amp; HADDOCKS.

## THEODORO VAFIADIS &amp; Co.

CAIRO

## EGYPTIAN CIGARETTES.

—UNEXCELLED FOR FLAVOR AND QUALITY.—

## KRUSE AND CO.

SOLE AGENTS.

## TO SAIL

## THE AMERICAN &amp; ORIENTAL LINE.

For Boston and New York via Suez Canal.

(With liberty to call at the Malabar Coast.)

## THE Steamship

"ROYAL PRINCE."  
Captain Coull, will be despatched as above on Wednesday, the 5th August.

This Steamer has excellent accommodation for a limited number of Saloon passengers. For freight and passage apply ARNOLD KARBURG & Co. General Agents.

## THE "INDRA" LINE LTD.

FOR NEW YORK

(with liberty to call at Malabar Coast)

## THE Steamship

"INDRA"  
Capt. J. C. Alexander, will be despatched as above on Tuesday, 7th July.

This steamer has excellent accommodation for a limited number of saloon passengers. For Freight & passage, apply to

JARDINE, MATHESON & CO., LTD., Agents.  
Telephone No. 215, Sub. Ex. No. 9.  
Hongkong 11th June, 1914. [663]

## TO-DAY'S ADVERTISEMENTS.

## TO LET.

TO LET.—No. 3 Seymour Terrace on August 1st, 1914. Apply G. A. WOODCOCK, MAGISTRACY.

## ORIENTAL-AFRICAN LINE.

For Singapore, Mauritius and South African Ports.

## THE Steamship

"SALAMIS."  
4509 tons, Captain D. A. Gardiner, will be despatched as above on Friday, 24th July, at noon.

For rates of Freight and Passage apply to:—  
The Bank Line Ltd., Managing Agents.

## HONGKONG GYMKHANA CLUB.

The Gymkhana is postponed till Saturday 18th inst.

## TO-DAY'S ADVERTISEMENTS.

## NOTICE TO CONSIGNEES.

Form KOBE AND MOJI.

## THE Steamship

"TAKADA,"  
having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited.

No Fire Insurance whatever will be effected.  
Bills of Lading will be countersigned by  
DAVID SASSOON & CO., LTD. Agents.

Hongkong 9th July, 1914.

## FOR KOBE AND MOJI.

## THE Steamship

"DILWARA,"  
Capt. G. N. Ramage, R.N.R. will be despatched for the above ports, TUESDAY the 14th instant, at noon.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

Return Tours to Japan (occupying 20 days.)  
The Steamers leave about every 3 weeks for Shanghai and Kobe (Inland Sea), returning via Moji providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$120.

For Further Particulars, apply to  
DAVID SASSOON & CO., LTD. Agents.

Hongkong, 10th July, 1914.  
INDO CHINA STEAM NAVIGATION CO., LTD.

From CALCUTTA, PENANG & SINGAPORE.

## THE Company's Steamship

"LAISANG,"  
having arrived from the above ports, consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 11th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd., General Managers,  
Hongkong, 10th July, 1914.

## MACKINTOSH &amp; CO. LTD.

Telephone No. 29.

MENS WEAR SPECIALISTS

## SPECIAL SHOW

OF

SUMMER

SOCKS

AND

## UNDERWEAR

SEE WINDOW AT

16 DES VOUX ROAD 16 (Next Door to Thos Cook &amp; Son)

## WM. POWELL, LTD.

TELEPHONE 346

## WASHING ARTISTIC

HAND PRINTED TABLE COVERS

EMBROIDERED

CRASH COVERS

TABLE CENTRES - -

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WHITE MUSLIN CUSHION CASES.

J. ULLMANN &amp; CO.

JEWELLERS, WATCHMAKERS, OPTICIANS.

LARGE SELECTION OF

WRIST WATCHES

FOR LADIES &amp; GENTLEMEN.

Prices Right!

ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.

J. ULLMANN &amp; CO.

CORNEL FLOWER STREET.



## COLUMBIA

THE INSTRUMENTS THAT NEVER BREAK DOWN.

DEMONSTRATION DAILY.

## ANDERSON MUSIC CO., LTD.

SOLE DISTRIBUTORS

Hongkong &amp; South China

SEND FOR CATALOGUES.

## THE ONE AND ONLY GENUINE TANSAN

CLIFFORD WILKINSON'S

THERE ARE

"TWO DRINKS IN ONE"

IN ALL

## THE TANSAN SWEET WATERS

ALL THE FRESHNESS AND GOOD QUALITIES OF THE FINEST FRUITS, TOGETHER WITH SPARKLING, HEALTH-GIVING TANSAN, MAKE THESE THE SAFEST AND MOST WHOLESOME NON-ALCOHOLIC BEVERAGES:

WILKINSON'S TANSAN GINGER ALE,

WILKINSON'S TANSAN LEMONADE,

WILKINSON'S TANSAN SANSAPARILLA.

NO IMPURITIES CAN GET TO ANY OF THESE.

THE CLIFFORD-WILKINSON TANSAN

MINERAL WATER CO., LTD., KOBE.

SOLE AGENTS

CANDE PRICE &amp; CO., LTD.

Tel. No. 135.

6, Queen's Road Central, Hongkong.







## SHIPPING

## INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
SHANGHAI & Tsingtau	Esang	Sat., 11th July at noon
S'PORE, S'bay & S'rang	Chunsang	Sat., 11th July at 2 p.m.
MANILA	Yensang	Sat., 11th July at 2 p.m.
TIENTSIN	Cheongshing	Tues., 14th July at 10 a.m.
S'hai, Kobe & Moji	Laisang	Tues., 14th July at noon
S'PORE, P'ang & C'outa	Kutsang	Wed., 15th July at noon
MANILA	Loongsang	Sat., 18th July at 2 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Laisang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang," "Lovat," "Yatching" and "Sulsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze

Ports, Chefoo, Tientsin, Dainy, Weihaiwei, Tsingtau.

‡ Taking cargo on Through Bills of Lading to Kudat, Lahad

Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage,

Apply to **JARDINE, MATHESON & CO., LTD.**

Telephone No. 215. General Managers.

## THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice

"Shire" Line Service.—Homeward.

For	Steamers	Date of Sailing
-----	----------	-----------------

LONDON & ANTWERP	Den of Ruthven	19th July.
------------------	----------------	------------

Trans-Pacific "Shire" &amp; "Glen" Joint Service.

VICTORIA, V'VER, S'TLE,	
TACOMA & P'LAND.	

VICTORIA, V'VER, S'TLE,	
TACOMA & P'LAND.	

	Den of Airle	10th August.
--	--------------	--------------

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to

**JARDINE, MATHESON & CO., LD.**

Telephone No. 215 Sub. Ex. No. 9.

## BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

**JARDINE, MATHESON & CO., LD.**

Telephone No. 215. Agents. 14

## THE TAIKOO DOCKYARD &amp; ENGINEERING CO. OF HONGKONG, Ltd. TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, S'LVORS &amp; REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS &amp; IRON FOUNDERS, CONSTRUCTIONAL ELECTRICAL &amp; MECHANICAL ENGINEERS.

WELDING &amp; CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 787' x 88' x 34'6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for: **JOHN I. THORNYCROFT & CO., LTD.**

PETROL & KEROSENE MARINE MOTORS 7-1/2

150 B. H. P.

As supplied to the British Admiralty & War Office.

11 a.m. and 12 noon at the Town Office.

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TELEPHONE No. 221

Dockyard Manager

11 a.m. and 12 noon at the Town Office.

**BUTTERFIELD & SWIRE.**

HONGKONG, CHINA AND JAPAN, AGENTS.

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## VESSELS LOADING.

## EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
H're, R'dam, H'burg, A'werp &c.	Goldenfels	H. A. L.	12, July
Marseilles via Saigon, S'pore,			
Colombo, Port Said	Chili	M. M.	14, July
Trieste, Venice via Straits, etc.	Koerber	S. W. Co.	15, July
Marseilles via Ports	Kitano M.	N. Y. K.	15, July
Havre, R'dam, & H'burg	Emden	H. A. L.	18, July
Glasgow and Rotterdam	Glenetree	S. T. Co.	18, July
London, via Usual Ports of Call	Assaye	P. & O.	18, July
M'les, Havre, Bremen & H'burg	Prousson	H. A. L.	19, July
London & Antwerp	D. of Ruthven	J. M. Co.	19, July
Genoa, Marseilles and Liverpool	Ajax	B. & S.	20, July
London, Amsterdam & Antwerp	Atrosus	B. & S.	20, July
London & A'werp via S'pore etc	Nagoya	P. & O.	22, July
Hamburg	Hoerde	H. A. L.	24, July
Havre, Bremen & Hamburg	Silesia	H. A. L.	29, July
Marseilles, Rotterdam etc.	Stentor	B. & S.	1, Aug.
Havre & Hamburg &c.	M'komannia	H. A. L.	5, Aug.
T'to, Fiume V'ce, via S'pore etc.	Silesia	S. W. Co.	5, Aug.
Genoa, Dunkirk & Hamburg	Flavia	H. A. L.	7, Aug.
M'los, R'dam, Hamburg & A'werp	O.D.J. Ahlers	H. A. L.	22, Aug.
Havre, Emden & H'burg	Senegambia	H. A. L.	25, Aug.

## NEW YORK, SAN FRANCISCO AND CANADA.

San F'co via Manila & Japan &c.	Persia	P. M. Co.	11, July
San Francisco, via Shanghai			
and Japan &c.	Shinyo M.	K. K.	14, July
San F'co via S'hai &c.	Nippon M.	K. K.	14, July
V'n, B.C. S'tle via K'lung, S'hai &c.	Shidzuoka M.	Y. K.	14, July
Boston & New York	M. Castle	& Co.	16, July
San Francisco & San Pedro	Bessie Dollar	R. D. Co.	18, July
V'toria, B.C., & T'ma via S'hai &c.	Canada M.	O. S. K.	22, July
San F'co via S'hai & Japan &c.	Shinyo M.	T. K. K.	23, July
San F'co via K'lung, S'hai & Japan	Korea	P. M. Co.	23, July
Boston & New York	Indrakula	J. M. Co.	27, July
Victoria, V'ver, S'tle & P. (Or.)	Andalusia	H. A. L.	2, Aug.
San Francisco, via Shanghai,	Chiyo M.	T. K. K.	4, Aug.
M'la, Japan and Honolulu	Royal	A. K. & Co.	5, Aug.
Boston and New York via Ports	Prince	B. & S.	5, Aug.
and Suez Canal	Toucor		
V'toria, Tacoma, Seattle etc.	Den of Airle	J. M. Co.	10, Aug.
Victoria, Vancouver, Seattle,	Minnesota	N. Y. K.	14, Aug.
Tacoma & Portland	Tonyo M.	T. K. K.	25, Aug.
Seattle via Nagasaki etc.			
San Francisco, via Shanghai,	Nippon M.	T. K. K.	8, Sept.
M'la, Japan and Honolulu	Montevia	C. P. R.	9, Sept.
Vancouver via S'hai, Japan etc.	Belgravia	H. A. L.	17, Sept.
Victoria, V'ver, S'tle & P. (Or.)	Brasilia	H. A. L.	12, Oct.

## AUSTRALIA.

Australian Ports via Manila	P. Sigismund M. Co.	11, July
Australian Ports via Manila	Nikko M.	19, July

## SINGAPORE, COAST PORTS AND JAPAN

Manila	Yuensang	J. M. Co.	11, July
S'pore, P'ang, R'goon & C'outa	Kawachi M.	N. Y. K.	11, July
Manila, Mangarin, Cebu & Iloilo	Rubi	S. T. Co.	11, July
Shanghai & Tsingtau	Chenan	B. & S.	11, July
Kobe and Moji	Dilwara	D. S. Co.	11, July
S'tow, W'wei, O'foo & T'sin	Huichow	B. & S.	11, July
Jesselton, Kudat and Sandakan	Borneo	M. Co.	12, July
Tamsui via Swatow and Amoy	Dajin M.	O. S. K.	12, July
Shanghai, Kobe & Y'hama	M. M.	M. M.	12, July
Swatow, Amoy and Poochow	Haiyang	D. L. Co.	14, July
Manila, Cebu and Iloilo	Taming	B. & S.	14, July
Tientsin	C'shing	J. M. Co.	14, July
Kobe and Yokohama	Katori M.	N. Y. K.	15, July
Singapore, Penang and Calcutta	Kutsang	J. M. Co.	15, July
Shanghai	Devanha	P. & O.	16, July
Shanghai, Kobe and Moji	Lairng	J. M. Co.	16, July
Shanghai, Kobe and Yokohama	Senegambia	H. A. L.	17, July
Shanghai, Moji and Kobe	Colombo M.	N. Y. K.	17, July
Manila	Loongsang	J. M. Co.	18, July
Shanghai and Tsingtau	Yingchow	B. & S.	18, July
Nagasaki, Kobe and Yokohama	Goettingen	M. & Co.	19, July
Kobe	P. Waldemar	M. & Co.	21, July
Moji and Kobe	Colombo M.	N. Y. K.	22, July
Shanghai, Kobe and Yokohama	Scandia	H. A. L.	27, July
S'hai, Moji, Kobe & Yokkaichi	Kawachi M.	N. Y. K.	1, Aug.
Shanghai	Bohemia	S. W. Co.	1, Aug.
Shanghai, Y'hama, Kobe & Moji	China	S. W. Co.	1, Aug.
Shanghai, Kobe and Yokohama	Vorwaerts	S. W. Co.	1, Aug.
Bombay via Singapore, etc.	Indo M.	O. S. K.	13, Aug.
Shanghai, Kobe and Yokohama	Alesia	H. A. L.	14, Aug.
Shanghai, Kobe and Yokohama	Sithonia	H. A. L.	23, Aug.
Shanghai, Kobe and Yokohama	Liboria	H. A. L.	11, Sept.
Shanghai, Kobe and Yokohama	Altmark	H. A. L.	18, Sept.
Batavia, Cheribon, Samarang, &c.	Tjibodas	J.C.J. L.	Q. desp.
Japan	Tjilatap	J.C.J. L.	Q. desp.
Shanghai	Tjikini	J.C.J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tjimah	J.C.J. L.	Q. desp.
Shanghai	Tjitaroom	J.C.J. L.	Q. desp.

## S.O.A.E.O.

FAR EAST OXYGEN &amp; ACETYLENE CO., LTD.

AUTODENOUS WELDING.

Repair of boilers and hulls, welding of cracks. Renewing of bedplates by addition of metal. Welding of broken pieces of any kind of metal.

For further particulars apply to:

Telephones: Office 171, Workshop 1033.

A. B. The SWEDISH TRADING CO.

(N CHINA, LTD.) Agents.

## MOVEMENTS OF STEAMERS.

## VESSELS ADVERTISED TO DEPART TO MORROW.

For	Vessel
Philippine Is.	Antiochus
Straits	Yangtze
Shanghai	Nile
Shanghai	Esang
Australia	Esterna
Japan	Taiyuan
India	Dilwara
America	Kawachi Maru
Philippine Is.	Persia
Sourabaya	Yuensang
Poochow	Chunsang
Australia	Haitan
Bangkok	P. Sigismund
Philippine Is.	Samsen
Tientsin	Rubi
Shanghai	Huichow
	Chenan

## VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From	Vessel
Shanghai	Feiching

## CANADIAN MAIL.

The C. P. R. s.s. EMPRESS OF JAPAN left Yokohama on July 4, between 2 and 4 p.m.

The C. P. R. s.s. EMPRESS OF INDIA left Yokohama at 4 p.m. July 9, and is due to arrive at Kobe at 4 p.m. on July 10.

The C. P. R. s.s. MONTEAGLE left Moji at 5 p.m. on July 7, and was due to arrive at Kobe at noon on July 9.

## AMERICAN MAIL.

The P. M. s.s. PERSIA will be despatched from this port at 12 o'clock noon on Saturday, July 11, for San Francisco, via Manila, Nagasaki, Kobe, Yokohama and Honolulu.

The P. M. s.s. SIBERIA will leave Hongkong on Sunday Aug. 2nd at 1 p.m. instead of Tuesday August 4.

The P. M. s.s. KOREA carrying the U.S. S. mail, left Yokohama for Hongkong, via Japan Ports, on July 8, and is expected to arrive at Hongkong on July 12.

The I. C. S. N. s.s. KUTSANG left Moji on the 8th inst., and is due at Hongkong on the 13th inst.

The I. C. S. N. s.s. LAUSANG left Singapore on the 4th inst., and is due at Hongkong on the 11th inst.

The I. C. S. N. s.s. FOOKSANG left Calcutta on the 30th ult., and is due at Hongkong on the 15th inst.

The I. C. S. N. s.s. MAUSANG left Jolo the 7th inst., and is due at Hongkong the 13th inst.

The I. C. S. N. s.s. CHOYANG left Shanghai on the 8th inst., and is due at Hongkong on the 13th inst.

The S. L. s.s. DEN OF AIRLIE left London on the 20th ult., and is due at Hongkong on the 8th inst.

The S. L. s.s. DEN OF RUTHVEN from the Pacific Coast is due here on the 15th July.

The I. L. s.s. INVERLYDE from New York passed the Canal on the 23rd June, and is due at Hongkong on the 19th July.

The S. S. PRINZ WALDEMAR left Sydney on the 2nd inst. at 3 p.m. and may be expected here on or about the 25th July.

The S. S. INDRADEO passed the Suez Canal on the 7th inst. for Hongkong direct.

## TIDE TABLE.

6th July, to 12th July, 1914.

Time	High Water	Low Water
Mean Time	Mean Time	Mean Time
Mon. 6	7 31	2 44
Tues. 7	8 17	3 58
Wed. 8	9 04	5 13
Thurs. 9	9 51	6 28
Fri. 10	10 38	7 43
Sat. 11	11 25	8 58
Sun. 12	12 12	10 13

## VESSELS IN PORT.

Steamers.	Ships.
Bourbon, Fr. s.s. 997, Levar Naut, 29th ult.—Saigon, Gen.—Chinese.	Taiyuan, Br. s.s. 2,000, P. W. Giersen, 5th inst.—Australia, Gen.—B. & S.
Saxon Monarch, Br. s.s. 3,624, A. Walker 26th ult.—Philadelphia, Cassell—S. O. Co.	Tjitaroom, Dut. s.s. 3,444, J. N. Bonman 5th inst.—Batavia, 26th ult. Sugar & Gen.—J. O. J. L.
Seangchoon, Br. s.s. 3,322, V. Graves, 26th ult.—Singapore, 25th ult., Gen.—Chinese.	Dilwara, Br. s.s. 3,450, G. W. Ramage, 7th inst.—Calcutta, 20th ult., Gen.—D. S. & Co.
Rajatan, Ger. s.s. 1,189, C. Wolff, 28th ult.—Bangkok, 19th ult., Rice—B. and S.	Eastern, Br. s.s. 2,272, F. Carter, 7th inst.—Kobe, 1st inst., Gen.—G. L. & Co.
Telemac'us, Br. s.s. 1,350, A. Fraser, 28th ult.—Saigon, 24th ult., Rice—Chinese.	Fooshing, s.s. 1,423, H. Alcock, 7th inst.—Halibong, 5th inst., Coal—J. M. & Co.
Kolya, Br. s.s. 1,169, F. J. Pooley, 29th June—Manila, 26th June, Ballas.	Hopsang, Br. s.s. 1,377, C. A. Robertson, 6th inst.—Moji, 3rd inst., Coal—J. M. & Co.
Bondoran, Br. s.s. 2,585, D. E. Culley, 2nd inst.—Singapore, 26th ult., Gen.—G. L. & Co.	Rheuv, Br. s.s. 4,295, James Inkster, 7th inst.—Shanghai, 4th inst., Gen.—B. & S.
Wongkai, Ger. s.s. 1,115, H. Oltmanns, 3rd inst.—Bangkok, 25th ult. Rice—M. & Co.	Rubi, Am. s.s. 1,408, J. Miller, 7th inst.—Manila, 4th Gen.—S. T. & Co.
Wimbleton, 2,430, J. Cantell, 2nd inst.—Chingwangtao, 25th ult., Coal—D. & Co.	Yuensang, Br. s.s. 1,125, B. H. Rolfe, 7th inst.—Manila, Gen.—J. M. & Co.
Persia, Br. s.s. 2,744, J. Hill, 2nd inst.—San Francisco, 2nd ult., Gen.—P. M. Co.	Devawongse, Br. s.s. 1,047, G. W. Shearer, 8th inst.—Saigon, 4th inst., Rice—A. B. & Co.
Kjeld, Norw. s.s. 210, Hellesio, 4th inst.—Bangkok, 27th ult., Rice—Chinese.	Halden, Norw. s.s. 1,065, J. Jorgensen, 8th inst.—Java, Sugar & Gen.—J. O. J. L.
Aldenbar, Br. s.s. 2,410, G. L. Smith, 4th inst.—Manila, 2nd inst., Gen.—G. L. & Co.	Helene, Ger. s.s. 771, Jensen, 8th inst.—Hulchow, 7th inst., Gen.—J. & Co



# THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, FRIDAY, JULY 10, 1914.

## SPECIAL CABLE.

(From Our Own Correspondent.)

### MURDER OF MRS. NEUMANN.

#### THREE CHINESE IN THE DOCK.

Police Confident that They are on Right Trail.

Shanghai. Received July 10.  
Three Chinese, charged with the murder of Mrs. Neumann on January 23, have been arrested up country. The trial is proceeding in the Mixed Court to-day. The police are confident that they are on the right trail.

## CORRESPONDENCE.

[The opinions expressed by the Correspondents are not necessarily those of the "Hongkong Telegraph."]

### STAR FERRY FARES.

[To the Editor of the Hongkong Telegraph.]

Sir,—Having read your special article on Fares and Families relative to Kowloon residents and the Star Ferry Co., I should like to say that the opening remarks of your correspondent, "What is a family? That may seem a curious question to ask, but apparently gives difficulty in Kowloon," etc. do not seem to me to be the question at issue at all. The question to my mind should be, what constitutes a family for a nine dollar ticket? The cost of a family ticket heretofore.

Whilst I agree that the limits and proportions of a family travelling on that nine dollar ticket should be clearly defined and limited to a reasonable number, I think there can be extremes both ways, and, no doubt, many families are of such extreme proportions as to cause the Ferry Company to look into the matter and make a definition, which they have done, but to my mind they have not been very liberal, and have gone to the other extreme when they limit the number to be carried for the old fare of nine dollars to three persons.

An ideal family should consist of two parents, and a male and female offspring; therefore I think that were they to limit the nine dollar ticket to four persons instead of three it would be a more reasonable arrangement, and if the family did not consist of, as I have suggested, two parents and a male and female offspring, it should be the equivalent of these. For example, should one of the parents be dead, an extra child could be carried, or should there be only one offspring, an adult or a governess could be substituted to make up the four persons. This, I think, would be a very fair arrangement, and a scale such as proposed for extra members of a large family would not be objected to, provided the Ferry Company were somewhat liberal in the first instance, and which is very well counterbalanced by many persons living in Kowloon who have no family at all.

The Ferry Company have been very liberal when they allow children under six to travel free, no matter how many; but children under six are very little expense to their parents compared with older children who take the same sized boots and clothes as their parents do and eat twice as much.

However, I myself have no cause to complain at the Ferry Company's action except that they have not been liberal enough on the scale of the old nine dollar ticket and I feel sure that, were

## SENATOR BAKHAP.

Leaves for Australia by S.S. Eastern.

Senator Bakhap, who has been making a lengthy stay in Hongkong and Kwangtung province, is leaving for Australia by the S.S. Eastern to take part in the electoral campaign, necessitated by the forthcoming double dissolution of the Houses of the Commonwealth Parliament. On the 6th. of this month Mr. Bakhap received cable advices intimating that he had been re-elected in the Liberal interest by the party organization at the top of the poll as one of the six Liberal candidates for the six Senate seats for the State of Tasmania that will be rendered vacant by the double dissolution. This compliment of electing him and placing him at the head of the poll in his absence determined the Senator to leave for Australia at once in order to take part in the campaign work and assist his party.

## LEAGUE TENNIS.

Civil Service v. Kowloon "A."

The following will represent the Civil Service Club in this match on Saturday:—Messrs. J. R. Wood and R. E. Lindsell; F. A. Biden and E. B. Reed; R. E. O. Bird and R. O. Barlow.

## TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 11.50 a.m. to-day:—

Cyclone or Typhoon—E. of Luzon, more than 300 miles distant, moving W. or W.N.W.

they to be a little more liberal. Those living in Kowloon would not complain.

I would like to add that this is not written with any view of benefit to myself, as I am not in Kowloon for long and have my own steam launch at my disposal at any time, but with a view to a fair and reasonable settlement of this vexatious matter.

Yours, etc.

"FAMILIAS"

Hongkong, July 10, 1914.

## Gamblers Charged.

Fifteen men charged with gambling, two of whom also had to answer the charge of being keepers, appeared this morning at the Police Court and were remanded, the first two in bail of \$250 each and the others \$10 each.

## BELGIAN BANK CASE.

Further Proceedings at Shanghai.

The adjourned hearing of the case against H. L. Beechey on charges of alleged fraud in connection with the promotion and establishment of the British and Belgian Bank, and with converting to his own use various sums of money placed on deposit, was continued on July 3, says the Shanghai Times.

F. D'Almeida, of the firm of Lowe, Bingham and Matthews, was recalled, and produced the bank's journal which was in accused's handwriting. Witness said he was not able to make any use of that journal, as he could not understand the entries. The first page began with April, 1913 and page 3 referred to June, 1912. In answer to Mr. Douglas as to whether the book gave the appearance of containing a record of transactions at the time or a book written up subsequently, witness said there was no doubt it was written up subsequently.

The disbursement book written up by Mr. Andersen, of the Horse Bazaar, was next produced, also the ledger. The latter was written up by the accused, and witness could make no use of it. Page 15 purported to be Macar's account, comprising a series of monthly entries of lump sums, and on November 6 "Transfer to G. D. Macar, suspense account Tls. 135,117."

Mr. Douglas—Practically the whole of the funds of the company are put down as "G. D. Macar, suspense account?" Witness replied in the affirmative.

Accused, witness said, signed something like Tls. 30,000 in comrade orders.

Mr. Douglas read comrade orders, mentioning Zee Kee washing company, boy, and repairs to boots. (Laughter.)

Mr. Douglas said an examination of some of the orders went to show that they were really for private expenses. One was \$804 advances, and in pencil "of salaries to Macar;" and then \$56 for boy's uniform, also \$122 for boy's uniforms, a third for washing and in brackets "office boys," three others were for the same washing company, and one for Ching Fong, the tailor, and last was "The Cook, \$17." A large number of the orders were for carriages.

Mr. Douglas—You found lump sums drawn by Beechey to the amount sometimes of \$800?

Witness—One amount was for \$1,200, for salaries, for which there were no vouchers.

Mr. Douglas then handed in the counterfoils of Macar's cheque book with the R.A. Bank, and said that on those counterfoils entries such as these were found: "Astor House Dinner, Macar, General expenses, Tls. 151.31," and "A—J—M, Tls. 50."

Witness repeated that a sum of Tls. 1,250 was paid into the bank's account in the Hongkong Bank. Only one cheque was drawn on this account for Tls. 400, which was returned by the Hongkong Bank unpaid "for reasons given to the Secretary."

Mr. Douglas: That is put in as being the only attempt to draw the only monies in the name of the British and Belgian Bank. Enquiries had been made of, and letters received from, the R. A. and Hongkong Banks as to Macar's account. The balance at present to his credit in the R. A. Bank was Tls. 30.59 and in the Hongkong Bank Tls. 63.39.

Cross-examined by the accused, witness said he saw two and perhaps three copies of the projected prospectus. Only two books were kept by Mr. Andersen, who was paid a cheque by Mr. Macar.

Accused: You say you could not understand the ledger which I kept. Will you tell me if the headings in the disbursement book, kept by Mr. Andersen, are not the same as in the ledger?

Witness: That is so. I did

not know Mr. Andersen guaranteed the system of books which he kept.

Accused: Do you know that I balanced my salary account with Mr. Macar?

Witness: No. Accused, answering his Worship, said he accounted for all the money drawn by him to Mr. Macar. (To witness.) Did you notice that even people handling petty cash accounted for same to Mr. Macar?

Witness: I think Mr. Vanderlet did.

Witness said he did not tell Mr. Douglas that he could account for the history of the bank step by step. His firm had the bank's papers about three months.

Accused: From looking at these things would you say that this bank was promoted and registered on dates on and after October 5, 1912?

His Worship—What do you refer to?

Accused: To the charge. The question is whether a bank can be born in five months, or whether "promotion" takes a few months or many months.

His Worship: If the charge is wrong the prosecution can alter it. They are not bound to that particular date.

Accused said he would be able to prove that he was not in Shanghai at some of the times referred to.

Further questioned by accused, witness said he could not find any record of the two deposit amounts for \$5,000 and Tls. 4,000 having been paid out by the bank. As a matter of fact Baron Macar told him that they were not paid, or rather that they were not paid in cash.

His Worship:—Was Beechey present when Baron Macar stated this?

Witness:—I am not sure, but I can verify the statement by referring to my diary.

Mr. Douglas said he knew an arrangement of some sort was come to with the Chinese, who in either case left a considerable sum of money unaccounted for. It was for Macar and Beechey to prove that the money was not misappropriated, and that it was there when required.

Accused (to witness)—Do you remember at the public examination how Mr. Douglas and Mr. Macar had pencils, and discovered that they had enough money to pay off the debts?

Witness: No.

Accused: That there were Tls. 3,000 or Tls. 4,000 in Mr. Macar's private banking accounts, Tls. 1,200 in the Company's Bank account, Tls. 2,000 or Tls. 3,000 in the strong room, and there was still a further sum of Tls. 3,000 owing by the comrade?

Witness: I said there were Tls. 3,000 in the two banks. The comrade absconded about October with something like Tls. 3,000.

Mr. Douglas: I don't think that is quite correct.

Accused: The comrade could not have absconded in October, because he was still here in December.

Witness: He did not go to the bank in December.

Accused: Yes, he did, and he kept promising to pay to-morrow and to-morrow. He said he had the money at short call.

Mr. Douglas: The comrade evidently absconded with his own money. At the public examination Baron Macar was unable to give an explanation of the matter.

Accused (to witness): Can you say the expenses for October, November and December were paid from the strong room, the same as in September?

Witness: I believe the December expenses were paid to Vanderlet, and Mr. Macar gave him a cheque for Tls. 1,000. That was taken out of the Hongkong and Shanghai Bank.

Accused: Can you not say that there were Tls. 3,000 or Tls.

4,000 in hand, in cash, in October?

Witness: The September and October expenses were paid by the comrade—only to the end of October.

Accused: Up to the end of October Baron Macar drew Tls. 2,000 out of the strong room? Witness: He drew the whole lot. He took everything out of the strong room and did not account for it.

Further questioned by accused, witness said there was a sum of \$2,033.52 in the strong room at the end of October. This was debited to Macar's account and he had to account for it. Witness could not trace it in any of the books of the company.

Accused: Regarding the washing company comrade orders, did you not find out that the boys had white suits?—No.

Accused: Did you not see these things mentioned in the auctioneer's bill?—No.

Accused: As a matter of fact I saw these things kicking about Noel, Murray's about two weeks after the sale.

Witness admitted finding accounts with Whiteaway Laidlaw and Ching Fong, the tailor, for the making up of the suits referred to.

The only other witness called was Richard Maxwell Saker, a shareholder in Messrs. Atkinson and Dallas, who stated that in November last year certain Chinese asked his assistance in reference to certain business with the British and Belgian Bank. They brought with them two deposit receipts, and said they had been to the British and Belgian Bank and could not collect their money, also that they had been asked to renew their deposits, but had refused. Witness suggested that the only way he could help them was for them to make an endorsement on the back of the receipts and for him to go round and see the people. The deposit receipts were accordingly endorsed with a transfer to Atkinson and Dallas, Ltd. The day before the deposits were due witness went round to the Belgian Bank and saw the Secretary. The latter asked him to wait while he saw Baron Macar, and afterwards came back saying that Baron Macar would see him. Witness went upstairs with the deposit receipts and had a long conversation with Baron Macar, who told him that they had not got the money and that the deposits could not be met. Then he started to go into the reason why the thing had been a failure, and witness said he was too busy to hear what had happened. Witness took the receipts away and subsequently handed them back to the Chinese.

Replying to accused, witness said he went on November 18. The deposits were due for payment on the 19th. He could not say that application was made for payment on the due date.

His Worship:—The witness had been told the day before that they could not be met.

Witness—I think it was rather aimless of Baron Macar to tell that. No further evidence being available the case was adjourned until Tuesday, his Worship reminding accused that the point as to the admissibility of his evidence at the Public Examination would be argued before the higher court on Monday.

Accused said the prosecution had already duplicated every bit of evidence given at the Public Examination and brought it forward through the witness, (Mr. d'Almeida.)

His Worship:—Look here, Beechey, you must realise that this is a serious position that you are in, and if I were you I should not treat this matter in the light-hearted way in which you treat it. Do treat it more seriously for your own sake.

The case was then adjourned until July 7.

## INDIAN NEWS.

### The Crops.

The crop reports for the week ending June 6th show that more or less general rain fell in all provinces and the preparation of lands for and sowing of the autumn crops, are going on.

### Architectural Scholarships.

The three scholarships (each of the value of Rs. 100 per month) for training in architecture at the office of the Consulting Architect to the Government of Bombay, sanctioned in the Government of India resolution of 10th September, have been awarded to Messrs. S. M. Subrahmanyam of Madras, Ganesh Chandra of Chandra Bengal, and B. L. Dhana of Jaipore State.

### Railway Extension in Eastern Bengal.

The Government of India are about to address the Secretary of State in regard to the grant of a concession for the formation of a branch line company for the construction of a railway from Mymensingh to Bhairabazar with branches to Bagmara at the foot of the Garo Hills and to Netracona. It is understood that the working of this line will be entrusted to the Assam-Bengal Railway.

### Aerodrome at Sitapur.

Allahabad June 18th.—The construction of an Aerodrome at Sitapur is being proceeded with and it is hoped it will be completed about the middle of the next cold weather. Regular flights are being made at present and so far there have been no accidents of any but a minor nature. The greatest difficulty experienced is in finding suitable landing places as the country is very uneven especially in irrigated portions.

### Famine Reports.

The following are the reports from the famine areas:—United Provinces. Number of persons on relief works 67,058, on gratuitous relief 78,837, total 145,943, which is 11,117 less than the previous week. Rain has fallen throughout the distressed area. The distress is increasing in the famine and scarcity areas, but the numbers on relief have fallen. The Central Provinces:—Number on relief works is nil; on gratuitous relief 9,837. The increase under gratuitous relief is due to greater liberality to village watchmen. The numbers on ordinary works are falling as people are returning to agricultural operations.

### Boon for Pensioners.

The Government of India have now decided that in the case of pensioners, whether civil or military, who receive pensions at a rate of less than Rs. 83-5-4, per mensem, no deduction on account of income tax shall be made by the officer disbursing the pension merely because in any particular month the amount actually drawn on account of the pension exceeds that limit.

### Railway Surveys.

Simla, June 12.—The Railway Board have sanctioned detailed surveys being carried out by the agency of Messrs. Gillanders Arbuthnot and Company for the following lines of railways on the 2 feet 6 inch gauge, viz.—from Meerut to Roorkes a distance of about 78 miles; (2) from Meerut to Gurmuktesar, a distance of about 28 miles.

The Board has also sanctioned a detailed survey being carried out by the Madras and Southern Mahratta Railway Company for a line of railway on the metre gauge from Hotgi Junction station to Sholapur, a distance of 10-25 miles and a partial resurvey being carried out by the agency of Messrs. Gillanders Arbuthnot and Company for a line of railway on the 2 feet 6 inch gauge from Swabi to Charnad via Mardan, a station on the Howahra Dargai Railway, a total distance of 48-05 miles.

## OVER 1,000 BAGS SHORT.

A Flour Merchant's Considerable Loss.

Two Chinese were charged at the Police Court this morning, with stealing, or receiving, a quantity of flour, well knowing the same to have been stolen.

Mr. Stokes, of Messrs. Deacon, Locker Deacon and Harston, appeared for the prosecution, and Mr. E. M. Tezer for the defence. Mr. Dunbar, a flour merchant, gave evidence to the effect that he had had consigned by the a.s. Empress of Russia, 5,300 bags of flour, and there had been a shortage of 1,118 bags. Witness said that such a thing had not happened for twenty years. The boat taking delivery of the flour had been overloaded and some of it had been sunk in the harbour through a sling breaking. Probably junks had recovered it and possibly these people had bought from them.

Mr. Dunbar explained that the importance of the case lay in the number of bags which were missing. He would like to get hold of the junk which had picked up the flour.

A remand was ordered for a week to allow enquiries to be made as to the whereabouts of the junk, bail being reduced from \$500 to \$200 each.

## A TASTE IN GOLD.

### Charge of Unlawful Possession.

This morning at the Police Court a Chinese was charged with being in unlawful possession of a gold necklace the property of Sister Kelsey of the Peak Hospital. It appears that the man is alleged to have pawned the necklace at a shop in Cross Street, Wanchai, and later attempted to pawn a gold watch and chain which is thought to be the property of Lady May. The case was remanded this morning to allow the Police to make further enquiries.

## GENERAL

### BARNARDISTON.

General Cooper's Successor at Tientsin.

No exception, says *Truth*, can be taken to the appointment of Colonel N. W. Barnardiston to succeed Brigadier-General Cooper at Tientsin in command of the troops in North China. General Barnardiston, as he will soon be, graduated as a regimental officer in the 2nd Battalion Middlesex Regiment, of which he was adjutant, and afterwards second-in-command. During the Boer War he temporarily commanded his battalion for a few months as major, afterwards, abandoning regimental for staff work, going first of all to Brussels as Military Attache, and then to Sandhurst as second-in-command of the college. He went to the War Office in 1910, and served four years in the Military Training Directorate, holding his post till February of this year, when he went on half-pay. If not a brilliant officer, he is a very reliable one, and this is what is wanted in a remote station in the Far East.

### Landslip at Tai O.

The police at Tai O report a landslip near the police station and state that immediate attention is necessary or a more serious one is likely to follow.

### Police Recruits.

By the Nile yesterday, Messrs. Painting, Williams and Birch arrived in the Colony as recruits for the Hongkong Police Force.



# THE HONGKONG TELEGRAPH SECOND EXTRA

HONGKONG, FRIDAY, JULY 10, 1914.

## THE EMPRESS DISASTER.

### DR. FRANCIS CLARK'S BROTHER AMONG SURVIVORS.

Went Down with the Liner but  
was Rescued.

Yesterday's mail brought news to the Colony that a brother of Dr. Francis Clark was on board the Empress of Ireland when she went down in the St. Lawrence River, and that he had a most marvellous escape from death.

It appears that Mr. Clark was awakened by the noise of the Empress's siren, but on looking out of the port-hole he could see nothing amiss, and so returned to his bunk. A minute or so afterwards he felt himself slipping down in his berth, and feeling that something was wrong he hastily donned some clothing and went up on deck. It was evident by this time that a serious mishap had occurred, but Mr. Clark thought the passengers and crew would soon be taken off, and certainly did not think it possible for the liner to sink as rapidly as she did.

Without any warning, however, the huge liner gave a sudden lurch, and Mr. Clark sank with her. He turned over and over in the sea, but at last rose to the surface, where he was much buffeted about by the wreckage and surrounded by hundreds of drowning people. When he was almost exhausted (he weighs 16 stone), Mr. Clark managed to swim to a raft, and shouted to a man on it to come to his aid. This he did, and Mr. Clark was eventually pulled on to the raft. Immediately afterwards, a woman who had both her legs broken was helped on to the raft. She was suffering terribly, and she clung to Mr. Clark, saying "Oh, do not leave me." Mr. Clark made her as comfortable as was possible, and at length a ship came along and took the occupants of the raft on board. It was all over in half an hour, and the rescued people were taken to a French Canadian village and after some hours a train from Quebec took away all the survivors who were able to travel. Several of those who were rescued from the sea succumbed later.

Mr. Clark had to give evidence before leaving Quebec and also to view some 300 bodies for purposes of identification. His ordeal affected him greatly. When he landed in England he only had one suit of clothes and his watch. Naturally, he felt very thankful that his life was spared. He is still in the doctor's hands. It may be mentioned that Mr. Clark travelled from Montreal to Quebec, on the way to the Empress boat, with Mr. and Mrs. Laurence Irving, who as is known, lost their lives in the disaster.

### Gymkhana Postponed.

We state on Page 4 that the third gymkhana takes place to-morrow. After the page went to press we were notified that the event has been postponed till the 18th inst.

## CROWN RENT DISPUTE.

### Basel Mission Sued by Colonial Treasurer.

This afternoon, in the Summary Court, before Mr. Justice Hazeland, the Colonial Treasurer sued the Basel Mission Society to recover the sum of \$1.50 for Crown rent.

Mr. F. M. Hodgson, Crown Solicitor, appeared for the plaintiff, and Mr. Norrington, of Mr. Brutton's office, for the defendants.

The case had been mentioned this morning when Mr. Norrington said that the defence was that the amount had been paid.

Addressing his Lordship, Mr. Norrington said that on the Crown Solicitor informing him that the receipt, which he was in possession of, was in respect to other property, his client was quite prepared to pay the amount claimed. There was some mistake, because the defendants had been landowners in Hongkong for some considerable time past. His client was the treasurer to the Society and was justly indignant that the name of the Society was thus brought into court. They received a notice for Crown rent and had paid the sum of \$203 odd.

Mr. Hodgson:—There has been no mistake at all and if there has been, it is on the part of the Basel Mission, not on the part of the Colonial Treasurer.

Mr. Norrington:—You will see on the receipt for \$203, "Kowloon Inland Lot No. 7, \$7. That list was received by my client and paid by him on June 4. That comprised all the property that he thought they were holding from the Government. He received no notice whatever other than that of issuing the writ.

Mr. Hodgson said that his friend was making statements without any proof at all.

Mr. Norrington:—I am prepared to call the defendant.

Mr. Hodgson:—He has written across this notice, "Does not belong to the Basel Mission." It is a notice for payment and that if the payment is not made within a certain time proceedings will be taken. The truth of the matter is that he does not know what the Basel Mission has or has not.

Mr. Norrington:—He certainly has received a notice for \$1.50 and has written on it, "Does not belong to the Basel Mission" and the writ was issued without any further notice. I think it is right that I should point out that a large sum was paid on June 4, five or six days after the notice, and it was then up to the Colonial Treasurer to tell us the amount was due and we would have paid it at once.

Judgment was given for the plaintiff.

### Military Leave.

Major O. W. Davy, R.E., has been granted leave to the neighbouring countries from August 6 to October 20.

### Medical Charge.

Captain F. H. Stewart, I.M.S., is placed in medical charge, 24th (Bazara) Mountain Battery, from June 16, 1914, inclusive, until further orders, vice Captain D. Arthur, I.M.S., proceeded to India with the 8th Rajputa.

## HONGKONG & SHANGHAI BANK.

### DIVIDEND OF £2.35 PER SHARE.

Bank not to Pay Income Tax.

We are officially authorised to state that, subject to audit, the Directors of the Hongkong & Shanghai Banking Corporation will recommend at the forthcoming meeting:—

Dividend of £2.35 per share subject to deduction of Income Tax.  
Add to the Silver Reserve Fund... \$350,000  
Write off Bank Premises... \$400,000  
And carry forward about... \$204,000

It will be noted that instead of the Bank paying, as hitherto, the Income Tax on dividends, subject to the British Income Tax, the dividend has been increased by an amount sufficient to compensate the shareholder liable to this tax, while the other shareholders will benefit to the full extent of the increase in the dividend.

## DIVERSIONS AT DINNER

### Alleged Substitution of Prisoners

This afternoon at the Police Court fifteen men were charged with gambling at No. 1 Belchers Street.

Mr. Leo D'Almada e Castro defended.

A Chinese constable deposed to having had warrants in respect of six houses. It was in the first house that the men were found. The men were arrested and Mr. D'Almada informed his Worship that the men were interested in a meal at the time, and after being bailed out returned to complete the courses.

There was a suggestion that the man appearing as the fifteenth prisoner was not the man arrested last night when the raid was made, and evidence to this effect was given by Sgt. Adlington and a Chinese constable. There was also something in the nature of a suspicion against the fourteenth.

The case was adjourned to have the matter settled.

### Drowned Body Found.

The body of a man who was drowned in attempting to jump from the On Lee to the wharf, has been found in the Harbour and taken to the Kowloon mortuary.

### Latest Advertisements.

The s.s. Salamis leaves for South African ports on the 24th inst.—Page 5.

Consignees' notices are issued regarding the Takada and the Laisang.—Page 5.

The s.s. Dilwara leaves for Japan on the 14th inst.—Page 5.  
No. 3, Seymour Terrace is advertised to let.—Page 5.



## MARKET PRICES.

**BUTCHER MEAT.**

Beef	Sirloin & Prime Out,—Moi Lung Pa	...	lb.	12
"	Corned,—Ham Ngau Yuk	...	"	20
"	Roast,—Shiu	...	"	22
"	Breast,—Nagu Lam	...	"	18
"	Soup,—Tong Yuk	...	"	18
"	Steak,—Ngau Yuk Pa	...	"	22
"	do.—Sirloin Ngau Lau	...	"	35
"	Sausages,—Ngau Chaung	...	"	20
Bullock's	Brains— " Know	...	per set	12
"	Tongue fresh,—Nga Li	...	each	60
"	do. corned,—Ham Ngau Li	...	"	0
"	Head,—Ngau Tau	...	"	\$1.20
"	Heart,—Ngau Sum	...	"	14
"	Hump, Salt,—Ngau Kin	...	"	24
"	Feet,—Ngau Kaski	...	"	8
"	Kidneys,—Ngau Yiu	...	"	12
"	Tail,—Nga Mei	...	"	12
"	Liver,—Ngau Kon	...	lb.	22
"	"Tripe (undressed),—Ngau To	...	"	7
Calves'	Head & Feet,—Ngau-chai-tau-kark	...	set	\$1.25
Mutton	Chop,—Young Pai Kwat	...	lb.	12
"	Leg,—Young Poi	...	"	25
"	Shoulder,—Young Shau	...	"	24
Pigs	Chittlings,—Chu Ohong	...	set	27
"	Brains,—Chu Know	...	per set	2
"	Feet,—Chu Kark	...	lb.	12
"	Fry,—Chu Chak	...	"	3
"	Head,—Chu Tau	...	"	17
"	Heart,—Chu Sum	...	each	10
"	Kidneys,—Chu Yiu	...	pair	8
"	Liver,—Chu Con	...	lb.	24
Fork,	Chop,—Chu Pai Kwat	...	"	22
"	Corned,—Ham Chu Yuk	...	"	22
"	Leg,—Chu Po	...	"	27
"	Fat or Lard,—Chu Yau	...	"	1
Sheep	Head and Feet,—e 1/2 Tau Kark	...	set	6
"	Heart,—Young Sum	...	each	10
"	Kidneys,—Young Yiu	...	lb.	24
"	Liver,—Young Con	...	"	24
Sucking	Pigs, To Order—Chu Cha	...	"	2
Suet,	Beef—Sang Ngau Yau	...	"	1
"	Mutton,—Sang Young Yau	...	"	2
Veal,	—Ngau Chui Yuk	...	"	1
"	Sausages,—Ngau Chai Chaung	...	"	2

## POULTRY!

Chicken,—Kai Chai	...	...	...	lb	3
Capons, Large, Small,—Sin Kai	...	...	...	"	3
Ducks,—Ap	...	...	...	"	2
Doves,—Pan Kau	...	...	...	each	2
Eggs, Hen—Kai Tan	...	...	...	per doz	2
Fowls, Canton,—Kai	...	...	...	lb	3
Hainan,—Hoi Nam Kai	...	...	...	"	3
Geese,—Ngo	...	...	...	"	2
Wild, Sh'hai,—Shang-ho Yea Ngo	...	...	...	"	—
Musk Deer,—Wong Keng	...	...	...	each	—
Hare, Shanghai,—Y'a Chai	...	...	...	"	—
Partridge,—Ohe Khoo	...	...	...	"	—
Pheasant,—Shan Kai	...	...	...	pair	\$
Pigeons, Canton,—Pak Kup	...	...	...	each	3
Hoihow,—Hoi How Pak Kup,	...	...	...	"	2
Quail,—Um-Chun	...	...	...	"	—
Rice Birds,—Wo Fa Cheuk	...	...	...	dozen	—
Snipe,—Sa-Choy	...	...	...	each	—
Turkeys, Cock,—Phor Kai Kung	...	...	...	lb.	6
Hen,—Na	...	...	...	"	4
Wild Ducks, Sh'hai,—Shang hoi Sui Ap	...	...	...	"	\$
,—Sai Ap Chai,	...	...	...	"	—
d Ducks Canton,—Sang-Shing Sui Ap	...	...	...	"	\$

## FISH

Barbel, —Ka Yu ...	...	...	...	...	...	1b
Bream, —Bin Yu ...	...	...	...	...	...	1
Canton Fresh Water Fish, —Hoi Sin Yu ...	...	...	...	...	...	1
Carp, —Li Yu ...	...	...	...	...	...	2
Catfish, —Chik Yu ...	...	...	...	...	...	1
Codfish, —Man Yu ...	...	...	...	...	...	1
Crabs, —Hai ...	...	...	...	...	...	2
Cuttle Fish, —Muk Yu ...	...	...	...	...	...	1
Dab, —Sa Mang Yu ...	...	...	...	...	...	1
Dace, —Wong Mei Lun ...	...	...	...	...	...	1
Dog Fish—Tit Ta Sa ...	...	...	...	...	...	1
Eels, Congor, —Hoi Mann ...	...	...	...	...	...	1
Fresh water, —Tam Sin Yu ...	...	...	...	...	...	1
Eels, Yellow, —Wong Sin ...	...	...	...	...	...	3
Frogs, —Tian Kai ...	...	...	...	...	...	2
Garoupe, —Sek Pan ...	...	...	...	...	...	1
Gudgeon, —Pak Kap Yu ...	...	...	...	...	...	4
Herrings, —Tso Pak ...	...	...	...	...	...	2
Halibut, —Cheung Kwan Kup ...	...	...	...	...	...	2
Labrus, —Wong Ka Yu ...	...	...	...	...	...	2
Loach, —Wu Yu ...	...	...	...	...	...	2
LOBSTERS, —Lung Ha ...	...	...	...	...	...	3
Mackerel, —Chi Yu ...	...	...	...	...	...	2
Monk Fish, —Mong Yu ...	...	...	...	...	...	2
Mullet, —Chai Yu ...	...	...	...	...	...	2
Oysters, —Sang Hoo ...	...	...	...	...	...	2
Parrotfish, —Kai Kung Yu ...	...	...	...	...	...	1
Perch, —Tan Poo ...	...	...	...	...	...	1
Pike, —Pa Paw Loong ...	...	...	...	...	...	1
Plaice, —Pan Yu ...	...	...	...	...	...	20
Pomfret, Black, —Hak Chong ...	...	...	...	...	...	3
Pomfret, White, —Pak Chong ...	...	...	...	...	...	4
Prawns, —Ming Ha ...	...	...	...	...	...	4
Ray, —Pai Pa Sa ...	...	...	...	...	...	1
Rock Fish, —Sek Ka Kung ...	...	...	...	...	...	1
Sardine, —Chau Yu ...	...	...	...	...	...	1

**FRUITS.**

菓子

**VEGETABLES, &c**

菜蔬

The prices necessarily vary from day to day and the Board has no power to compel stallholders to sell at the prices quoted

**E. W. HAMILTON,**  
Secretary, Sanitary Board



1914.  
HOTEL.  
Band of the  
Room at \$2.00  
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E OF STEAM-  
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CONSIGNEES.  
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g. will be coua-  
NE, MATHESON  
CO., LTD.  
Agents.  
July, 1914.

## CONSIGNEES

'INDRA' LINE, LIMITED.

NOTICE TO CONSIGNEES.

From NEW YORK, via  
SUEZ CANAL.

THE Steamship

"INDRAGHIRI"  
having arrived from the above  
ports. Consignees of cargo by her  
are hereby informed that all  
goods are being landed at their  
risk into the hazardous and/or  
extra hazardous Godowns of the  
Hongkong and Kowloon Wharf  
and Godown Company, Limited,  
whence, and/or from the wharves,  
delivery may be obtained.

Goods not cleared by the 15th  
July will be subject to rent.

All broken, chafed and damag-  
ed packages are to be left in the  
Godowns where they will be  
examined on 14th July at 9 a.m.  
Claims against the steamer must  
be presented within 10 days of  
arrival otherwise they will not  
be recognized.

No Fire Insurance will be  
effected by us in any case what-  
ever.

Bills of Lading will be count-  
ersigned by:—

JARDINE, MATHESON  
& CO., LTD.  
Agents.  
Hongkong, 8th July, 1914.

THE ROYAL MAIL STEAM  
PACKET COMPANY.

THE Steamship

"RADNORSHIRE"  
From PACIFIC COAST and  
JAPAN.

The above Steamer having  
arrived, Consignees of Cargo  
are hereby notified to send  
in their Bills of Lading for count-  
ersignature, and to take im-  
mediate delivery of cargo from  
alongside.

Cargo impeding discharge or  
remaining on board after 9 a.m.  
9th inst. will be landed at Con-  
signees' risk and expense and de-  
livery must then be taken from the  
hazardous and/or extra hazardous  
Godowns of the Hongkong and  
Kowloon Wharf and Godown  
Co., Ltd.

No Fire Insurance will be  
effected.

No claim will be recognised  
after the Goods have left the  
Steamer or Godown, and all goods  
remaining undelivered on 15th  
July will be subject to rent and  
landing charges.

All chafed and otherwise dam-  
aged cargo must be left in Go-  
down and examination of same  
will be held on 14th July at 10  
a.m.

All Claims must be presented  
on or before 20th July otherwise  
they will not be recognised.

JARDINE, MATHESON  
& CO., LTD.  
Agents.  
Hongkong, July 8th, 1914.

## TO SAIL

"GLEN LINE"

(McGREGOR, GOW & Co.) Ltd.

For Glasgow & Rotterdam

The s.s. "GLENSTRAE"

(Capt. McGillivray) will be des-  
patched for the above ports on or  
about 18th July 1914.

Saloon fare Hongkong/Glas-  
gow £40.

For freight or passage, apply  
to

SHEWAN, TOMES & Co.

Agents.  
Hongkong, 18th June, 1914.

## NOTICES

DO YOU OWN

A

GRAMOPHONE?

IF SO, YOU KNOW WHAT  
YOU HAVE TO PAY FOR  
RECORDS AND WILL  
APPRECIATE THE OP-  
PORTUNITY OF BUYING  
AT LOW PRICES. WE  
HAVE JUST ISSUED A  
SPECIAL LIST. SEND  
IN FOR ONE!

ROBINSON'S

BREWER & CO.

Pedder Street (Adjoining Hongkong Hotel Main Entrance)

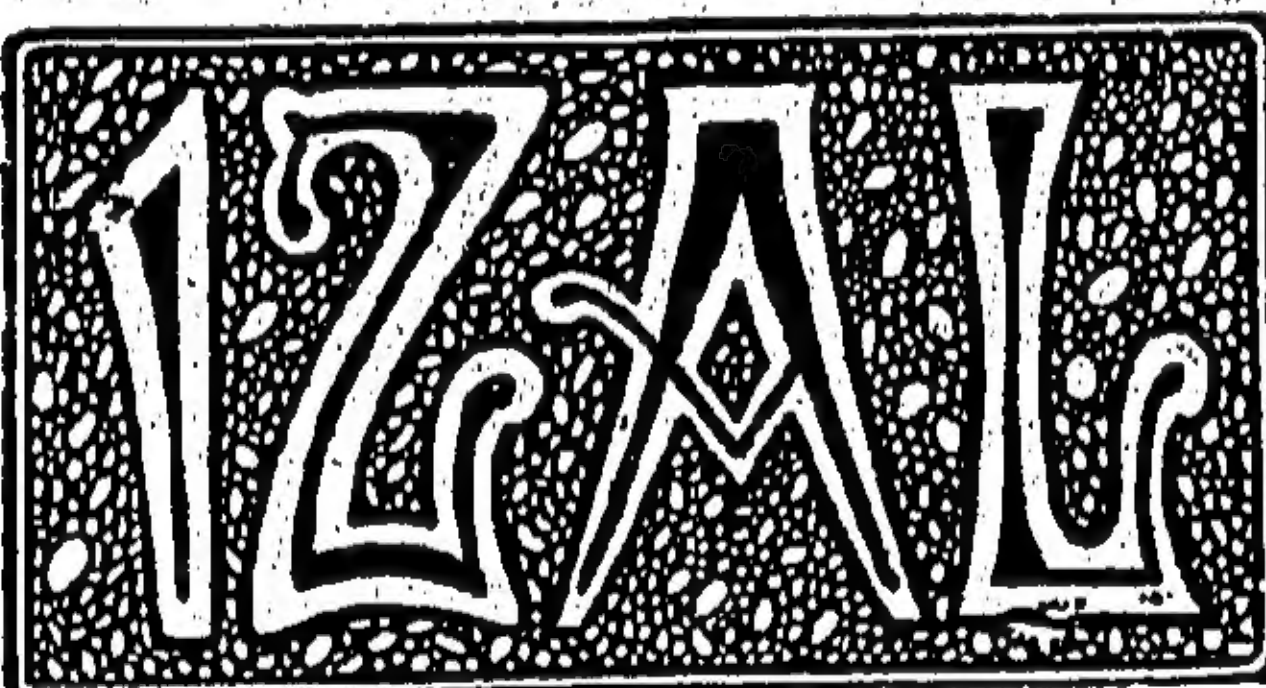
Telephone No. 696.

THE PATHWAY, by Gertrude Page.....	\$1.75	THINGS ALL SCOUTS SHOULD KNOW.....	80ct.
GOLD, by Stewart Edward White.....	1.75	SCOUTING GAMES, by Lt.-Gen Sir R. Baden Powell.....	80ct.
THE HEIR TO THE THRONE, by A. W. Marchmont.....	1.75	SCOUTING FOR BOYS, by Lt.-Gen Sir R. Baden Powell.....	80ct.
FIREMEN HOT, by C. J. Cutcliffe Hyne.....	1.75	CARD TRICKS, by Professor Hoffmann.....	80ct.
THE RED VIRGIN, by J. Frederick Turner.....	1.75	DRAWING ROOM CONJURING, by Professor Hoffmann.....	80ct.
FRIVOLE, by Kate Horn.....	1.75	THREE MEN ON THE BUMMEL, by Jerome K. Jerome.....	80ct.
FULL SWING, by Frank Danby.....	1.75	FATAL FINGERES, by William Le Queux.....	80ct.
DODD THE SECOND, by E. F. Benson.....	1.75	THE STORY OF MY LIFE, by Evelyn Thaw.....	80ct.
TWO WOMEN, by Max Pemberton.....	1.75	THE RED SAINT, by Warwick Desping.....	80ct.

NEW SIXPENNY NOVELS 4 FOR \$1.00

GUARD AGAINST  
PLAGUE.

The season is with us when the utmost care should be  
taken to avoid infection.



IS THE IDEAL DISINFECTANT.

The cost is insignificant in comparison with the  
results. IZALISE the Home, the Office  
the Workshop.

W. R. LOXLEY & CO.  
Agents: YORK BUILDINGS.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1; A.B.C. Fifth Edition; Engineering, First and Second Editions; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER SLUICING ORDINARY SPRING TIDES	RISE OF TIDE SPRINGS "WEAPS"
KOWLOON				
No. 1 Dock, Kowloon.....	700'	(85' top 70' bottom)	20'	7' 6"
No. 2 Dock, Kowloon.....	331'	74'	18' 6"	7' 6"
No. 3 Dock, Kowloon.....	264'	62' 3"	14'	7' 6"
Patent Slip, No. 1 Kowloon.....	240'	60'	12'	7' 6"
Patent Slip, No. 2 Kowloon.....	250'	60'	12'	7' 6"
TAI-KO-KU-SUI				
Commercial Dock.....	450'	84'	20'	7' 6"
ABERDEEN				
Hore Dock.....	430'	84'	21'	7'
Lambert Dock.....	223'	64'	18'	7'

Please Address Enquiries to the Chief Manager;

R. M. DYER B.Sc. M.I.N. Kowloon Dock, Hongkong.

Telephone No. 20, Hongkong.

QUEEN'S BUILDINGS.







## THE HUDSON SIX 40.

The Dragon Cycle Company's New Ven ture.

It may be well to draw the attention of those of our readers who are keen about motors and motoring to a new type of car on sale at the Dragon Cycle Company's Garage—the Hudson Six-40 built by the well-known Hudson Company of Detroit.

It is now generally admitted by motorists that the six cylinder cars are steadily gaining universal preference, for they offer the only way to secure continuous power, perfect balance, absence of vibration at all speeds, flexibility, less shifting of gears, quick acceleration, and greater comfort. Further, they decrease the upkeep cost and the tyre cost, and lessen the fuel consumption.

The other day we had an opportunity of testing the truth of some of the good things that the manufacturers have said about this car. We took the run from Kowloon to Taiipo and back—surely a sufficiently difficult trial for any car, considering the ups and downs of the route. The journey was accomplished with absolute ease; no jolting, no rocking, no noise. All one had to do was to lie back, as in an easy chair, and admire the view. Even the highest grades were mounted without the least trouble. The country round about the district—as many of our readers do not know—is some of the finest to be seen locally; and our chief impression, on returning to Kowloon, was that the best way to enjoy such scenery is from the luxurious depths of a Hudson car.

Briefly the specifications of the Hudson Six-40 are as follows:—

Wheel Base—123 inches.  
Horse Power—40.  
Cylinders—Six.  
Seating Capacity—6.  
Colour—Grey.  
Wheels—Wire, 34 inch Option (wire extra charge).  
Tyres—34 x 4 front and rear.  
Carburettor—Hudson type Zenith.  
Gasoline Supply—Tank in cow dash. Gravity feed.  
Drive—Right side.  
Control—Centre (right hand).  
Ignition, Lighting and Starting—Delco System (patented).  
Transmission—Three speeds forward; one reverse.  
Clutch—Multiple disc, Hudson type, cork inserts.  
Front Axle—Improved Lemoine type.  
Rear axle—Full floating.  
Springs—Half elliptic front, three-quarter elliptic rear.  
Rear springs under along.  
Top and Curtains—"One Man" top, quickly adjustable curtains, folded in top.  
Wind Shield—Rain vision and clear vision; adjustable, ventilating.  
Speedometer Drive—New concealed noiseless gears.

Sino-Belgian Corporation.

Peking, July 3.—It is understood that, owing to the protests made by two Legations, the Sino-Belgian Mining Corporation scheme has been withdrawn though, probably, it will be revived in a modified form later.

IT IS WHAT YOU GET MORE  
THAN WHAT YOU PAY. THE  
DOUBLE STRENGTH MEANS  
DOUBLE VALUE.

LOTUS MOKHA  
IS UNIFORMLY EXCELLENT.

Obtainable Everywhere.

H. RUTTONJEE & SON.

## CHINA IN CHAOS.

What Yuan-Shih-K'ai is Doing.

Even serious students of Chinese affairs have been baffled lately by the confusion and obscurity in which the country is plunged. The best description of the course of recent events is an article on Yuan-Shih-k'ai which appeared in the last number of the *Round Table*. This article is obviously written from inside knowledge of Chinese affairs, and, although it does not point out the path out of the present chaos, it does make clear the nature of many difficulties. The character of Yuan is impartially treated. Evidently he is regarded not as the best, but as the best that China had at the moment. Sun Yat Sen precipitated a crisis, and helped to bring ruin on his country because he was an impractical idealist. Yuan rides the storm because he is an opportunist, and no other kind of politician could have survived in the maelstrom of Chinese politics. China's weakness has been the opportunity of Japan and Russia, but her greatest enemy was the ill-digested theories of constitutional government with which her younger politicians were stuffed, many in Japanese and American universities. Yuan is steering back towards absolutism, the only form of government really suitable for a vast and heterogeneous empire with strong traditions. The Chinese have always enjoyed the fullest local self-government, and would, indeed, have sacrificed much of this under any real parliamentary system. At the same time they need a centre of national and religious life, such as can only be found in a semi-deified monarch. Whether Yuan can successfully found a dynasty or not remains to be seen—the writer of the *Round Table* article seems to consider a military autocracy as the only possible method of government—but, in any case, even those who have from time to time criticised him most keenly must hope that he will live long enough to reassert the power of central government, and to put an end to the present anarchy in the ancient empire.—*United Empire*.

**Rickmers Company.**  
We learn that the Rickmers Company intends to charter several more cargo-boats for its Siberian Line. Says the *Manchuria Daily News*: We may mention that the Company was established 80 years ago at Bremerhaven, and inaugurated the Far Eastern service, with 7 steamers, increasing its capital to 13,000,000 marks. In 1912, the Company removed its Head Office to Hamburg, and opened the European-Siberian Line in the same year, increasing its capital further to 23,000,000 marks. The Company's fleet comprises 17 vessels and 7 chartered steamers.

SILIMPOPON COAL.  
BUNKERS

can be supplied at cheap rates at  
**SANDAKAN & SEBATTIK**  
(British North Borneo).  
At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE.

## POST OFFICE.

Two packets of correspondence (via Siberia) have been received damaged by fire. Such letters as can be identified will be forwarded to the addressees.

The Laisang, with the French Mail is due to arrive here to-morrow. The Feiching with the Mail from London (via Siberia) of Saturday, the 20th ult., is due to arrive here to-morrow. The Amazone with the French Mail is due to arrive here on Monday the 13th inst. at daylight. The Korea, with the American Mail, is due to arrive here on Tuesday the 14th inst.

## MAILS OUT.

French, Laisang, 11th inst.  
Siberian, Feiching, 11th inst.  
French, Amazone, 13th inst.  
American, Korea, 14th inst.

## MAILS VIA SIBERIA.

Left London June 13.  
Due Shanghai June 23.

## MAILS CLOSE TO-DAY.

Straits, Ceylon, India via Bombay—Per JAWA M., 10th July, 5 p.m.  
Straits—Per GOLDENFELS, 10th inst., 5 p.m.

## TO-MORROW.

Philippine Is.—Per ANTILOCHUS, 11th July, 8 a.m.  
Straits—Per YANGTZE, 11th inst., 8 a.m.  
Hohow & Tientsin—Per HELENE, 11th inst., 8 a.m.  
Straits, Burma, India via Calcutta—Per KAWAHI MARU, 11th July, 10 a.m.

Austra-Philippine Is., Australia, Tasmania & New Zealand—Per EASTERN, 11th July, 11 a.m.  
Shanghai, N. China & Japan via Moji—Per NILE, 11th July, 10 a.m.  
Saigon—Per QUARTA, 11th inst., 10 a.m.  
Shanghai & N. China—Per ESANG, 11th inst., 10 a.m.

Austra-Philippine Is., Australia, Tasmania & New Zealand—Per TAIYUAN, 11th July, 11 a.m.

Philippine Is., Japan via Nagasaki, Honolulu, United States, South America, and Canada—Per TAIYUAN, 11th inst., 11 a.m.

Philippine Is.—Per RUBI, 11th inst., 3 p.m.  
Philippine Is.—Per YUENSANG, 11th July, 1 p.m.

Swatow, Amoy and Foochow—Per HAITAN, 11th inst., 1 p.m.  
Straits, Samarang & Sourabaya—Per CHUNGSHANG, 11th inst., 1 p.m.

Philippine Is., Maroon, Angaur, Samarang, Yap, Fried, Wilhelmshafen, Rabaul, Herbertshohe, Makau, Australia, Tasmania, New Zealand via Brisbane—Per P. SIGISMUND, 11th July, 2 p.m.

Swatow & Bangkok—Per SAMSEN, 11th July, 2 p.m.

Shanghai & North China (Europe via Siberia)—Per CHENAN, 11th July, 5 p.m.

(To make connection with the Tientsin-Peking Railway, closing at Shanghai P.O. at 8.30 a.m. on Thursday the 16th July.)

Wei-hai-wei, Chefoo & Tientsin—Per HUIHOW, 11th inst., 5 p.m.

## SUNDAY, 12th July.

Swatow—Per HAIMUN 12th July, 9 a.m.  
Swatow, Amoy, Formosa via Tamsui—Per DAJIN MARU, 12th inst., 9 a.m.

Shanghai & N. China—Per CHENAN, 12th inst., 9 a.m.

Monday, 13th July.  
Swatow—Per KATHE, 13th inst., 8 a.m.

Shanghai, North China and Japan via Kobe (Europe via Siberia)—Per AMAZONE, 13th inst., 5 p.m.

(To make connection with the Tientsin-Peking Railway, closing at Shanghai P.O. at 11.30 a.m. on Monday, the 20th July.)

Tuesday, 14th July.  
Jesselton, Kudat & Sandakan—Per BORNEO, 14th July, 8 a.m.

Tientsin—Per CHEONGSHING, 14th inst., 9 a.m.

Swatow, Amoy & Foochow—Per HAITAN, 14th inst., 10 a.m.

Japan via Kobe—Per DILWARA, 14th inst., 10 a.m.

Formosa via Keelung, Shanghai, North China, Japan, via Moji, United States, South America and Canada via Vancouver—Per SHINYO M., 14th July, 11 a.m.

(To make connection with the Tientsin-Peking Railway, closing at Shanghai P.O. at 11.30 a.m. on Monday, the 20th July.)

## SHIPPING NEWS.

## ARRIVED.

Chenan, Br. s.s. 1350, W. Lloyd Jones, 10th inst.—Shanghai, 7th inst. Gen.—B. & S.

Daigi Maru, Jap. s.s. 147, S. Tokushige, 9th inst.—Swatow, 5th inst. Gen.—O. S. K.

Goldenfels, Ger. 4707 P. Diedrichsen, 9th inst.—Shanghai, 5th inst. Gen.—H. A. L.

Hinsang, Br. s.s. 1885, A. C. Kennedy, 10th inst.—Sandakan, 4th inst. Gen.—J. M. & Co.

Kawachi Maru, Jap. s.s. 3321, M. Yamaura, 5th inst.—Moji, 4th inst. Gen.—N. Y. K.

Laisang, Br. s.s. 2224, F. Mooney, 10th inst.—Singapore, 4th inst. Gen.—J. M. & Co.

P. Sigismund, Ger. s.s. 3100, Harroth, 10th inst.—Kuching, 5th inst. Gen.—M. & Co.

Segovia, Ger. s.s. 3767, O. Geissel, 10th inst.—Fochow, 7th inst. Gen.—H. A. L.

Tenpisan Maru, Jap. s.s. 1995, Tsuji, 9th inst.—Milke, 3rd inst. Gen.—M. B. K.

Yeiimo Maru, Jap. s.s. 2324, Somekawa, 9th inst.—Wakamatsu, 3rd inst. Gen.—O. S. K.

## DEPARTED.

July 9.  
Java Maru for Bombay via Singapore

Kwongkong for Canton

Kirin Maru for Bombay via Singapore

Java Maru for Bombay

Kirin Maru for Bombay via Singapore

P. E. Friedrich for Yokohama via Shanghai

July 10.  
Daigi Maru for Tamsui via Swatow

Chenan for Canton

Chingchow for Kwang Yen

Protetia for Vancouver via Nagasaki

Anhui for Shanghai

Kwangkong for Shanghai

Nile for Yokohama via Shanghai

Radnorshire for London via Manila

Monmouthshire for Victoria via Shanghai

Taiyuan for Melbourne via Manila

Segovia for Hamburg via Singapore

Kold for Bangkok

Kwongkong for Shanghai via Swatow

July 9.  
Chicago Maru for Victoria and Tacoma via Keelung

Derflinger for Bremen via Singapore

Goldenfels for Hamburg via Singapore

July 10.  
Daigi Maru for Tamsui via Swatow

Chenan for Canton

Chingchow for Kwang Yen

Protetia for Vancouver via Nagasaki

Anhui for Shanghai

Kwangkong for Shanghai

Nile for Yokohama via Shanghai

Radnorshire for London via Manila

Monmouthshire for Victoria via Shanghai

Taiyuan for Melbourne via Manila

Segovia for Hamburg via Singapore

Kold for Bangkok

## WEATHER REPORT.

On the 9th at 12.10—Signals lowered. On the 10th at 12.10—The typhoon this morning was situated to the north of Haiphong.

Pressure has increased moderately at Weihaiwei and Hongkong, and slightly over Formosa and N. Luzon.

It has decreased considerably over the Bonin, owing probably to the approach of a typhoon from Southward.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.91 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

Districts. Forecast.

1 Hongkong and Neighbourhood. S. to S.E. winds, moderate; cloudy, some rain.

2 Formosa Channel. S. winds, moderate.

3 South coast of China between H.K. and Lamook. The same as No. 2.

4 South coast of China between H.K. and Hainan. The same as No. 1.

China Coast Meteorological Register. 10th July, a.m.

Station. Hour. Barometer. Temperature. Humidity. Wind Force. Direction.

W'estock 7a 29.59 81 2 0

Newport 6a 29.75 81 0 0

Hakodadi 29.75 81 0 0

Tokio 29.84 81 0 0

Kochi 29.82 81 0 0

Nagasaki 29.84 81 0 0

K'agima 29.83 81 0 0

Oshima 29.79 81 0 0

Naha 29.76 81 0 0

Shirima 29.76 81 0 0

Bonin Is. 29.67 71 95 0 2 om

Chanco 29.67 71 95 0 2 om

W'haiwei 29.67 71 95 0 2 om

Hankow 29.67 71 95 0 2 om

Shanghai 29.67 71 95 0 2 om

Chingchow 29.67 71 95 0 2 om

Swatow 29.67 71 95 0 2 om

Taipei 29.67 71 95 0 2 om

Amoy 29.67 71 95 0 2 om

Keelung 29.67 71 95 0 2 om

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## MAIL STEAMERS.

## THE PENINSULAR AND ORIENTAL S. N. CO. ENGLISH MAIL.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

For Steamers To Sail On Remarks

LONDON, via Usual Ports of Call

LONDON & ANTWERP via Singapore, Penang, Cebu, Port Said, & Marseilles

SHANGHAI

SHANGHAI, MOJI, KOBE AND YOKO. HAMA. Nil. Capt. H. Powell. noon 11th July. Freight & P'sage

All the above steamers are fitted with Wireless Telegraphy. For Freight or Passage, apply to

P. O. S. N. Co.'s office, Hongkong, 10th July, 1914

## NORDDEUTSCHER LLOYD. BREMEN.

## IMPERIAL GERMAN MAIL LINES

For Steamers. To sail on

NAPLES, GENOA, ALGERS, LISBON, SOUTHAMPTON, ABERDEEN & BREMEN

SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA

MIA, ANGAUR, YAP, MARON, SAMARAI, NEW GUINEA, BRISBANE, SYDNEY AND MELBOURNE

Prinz Sigismund Capt. A. Hutzig 6,000 SATUR. 11th July, 3 p.m.

Prinz Waldemar Capt. O. Jurany 6,100 About THURS. 23rd July.

Jesselton, Kudat & Sandakan Borneo Capt. J. Koehler TUESDAY, 14th July, 9 a.m.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

## FREIGHT LINE.

## NEXT SAILING FROM HONGKONG.

## OUTWARD.

Coettingen About 10th July. Tuebingen About 3rd Aug.

## HOMEWARD.

For Marseilles, Rotterdam and Bremen/Hamburg: Bremen: Tuebingen about M. of Sept.

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